aphic Notes/Notes techniques et bibliographiques

best
of this
e,

hange
below.

lack)/
ou ncire)

r

distortion

re ou de la
re

may
sible, these

s ajoutées
ans le texte,
pages n'ont

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- [ ] Coloured pages/
  Pages de couleur
- [ ] Pages damaged/
  Pages endommagées
- [ ] Pages restored and/or laminated/
  Pages restaurées et/ou pelliculées
- [ ] Pages discoloured, stained or foxed/
  Pages décolorées, tachetées ou piquées
- [ ] Pages detached/
  Pages détachées
- [ ] Showthrough/
  Transparence
- [ ] Quality of print varies/
  Qualité inégale de l'impression
- [ ] Includes supplementary material/
  Comprend du matériel supplémentaire
- [ ] Only edition available/
  Seule édition disponible
- [ ] Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
  Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

ecked below/
indiqué ci-dessous.

					✓								

22X 26X 30X

20X 24X 28X 32X

d thanks

olumbia

uality
ibility
he

filmed
on
mpres-
All
on the
res-
rinted

e
ON-
D"),

t
to be
d
ft to
s
the

L'exemplaire filmé fut reproduit grâce à la générosité de:

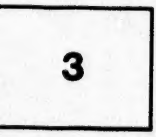
Library Division
Provincial Archives of British Columbia

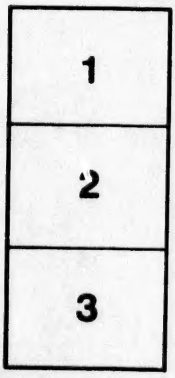
Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

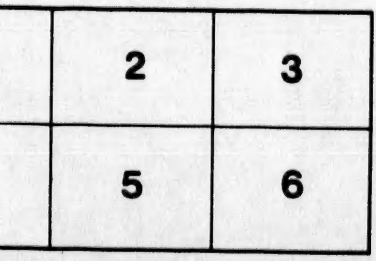
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

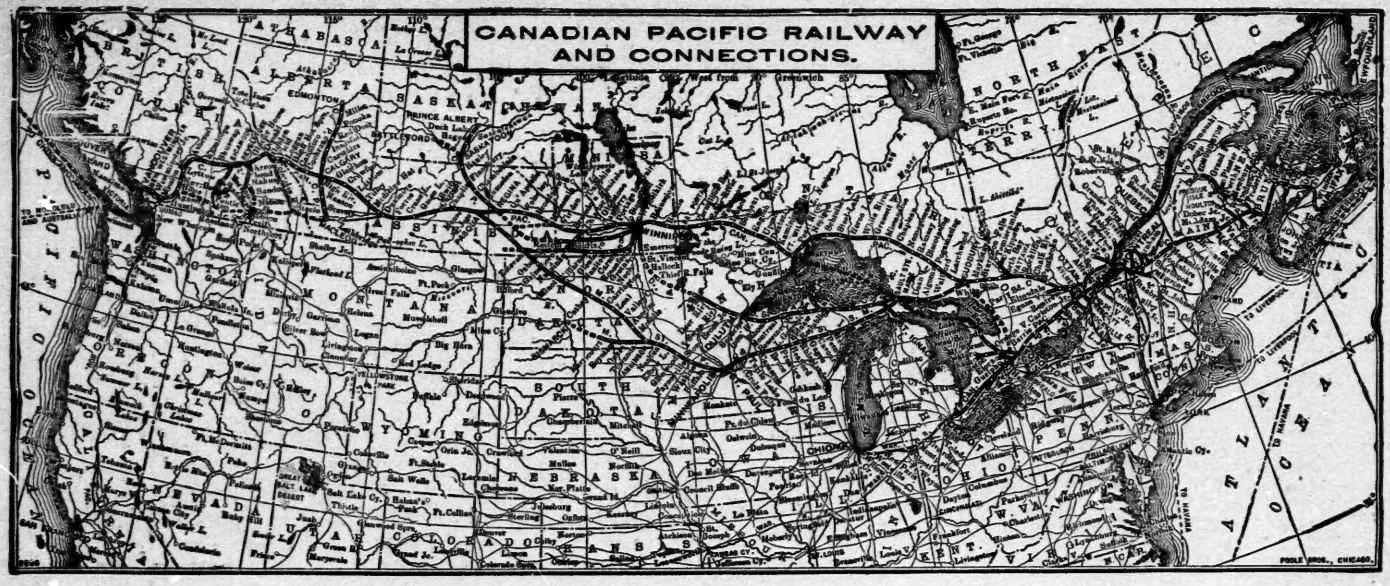
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.








CANADIAN PACIFIC RAILWAY
AND CONNECTIONS.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
NORTH WEST TERR.
ONTARIO
QUEBEC
MAINE
MONTANA
DAKOTA
WYOMING
NEBRASKA
NEVADA
UTAH
COLORADO
KANSAS
MICHIGAN
OHIO
PENN.
N.Y.
VT.
N.H.
ATLANTIC OCEAN
PACIFIC OCEAN
EDMONTON
PRINCE ALBERT
WINNIPEG
CHICAGO
TO LIVERPOOL
TO HAVRE
POOLE BROS., CHICAGO.

YUKON GOLD FIELDS

HANDBOOK

OF

INFORMATION

ILLUSTRATED

AND WITH

MAPS

AND

CHARTS OF THE ROUTES

ISSUED BY

THE CANADIAN PACIFIC RAILWAY CO.

SIXTH EDITION

MONTREAL

FEBRUARY 12TH

1898

INDEX

PAGE

The Yukon District 3
Mining Camps and Settlements 5
The Climate 6
Winter Travelling 7
Products of the Land 7
Law and Order 9
How Placer Mining is Carried on 9
Quartz Mining, etc 10
Miners' Supplies 10
Transportation of Baggage and Supplies 12
Transportation of Dogs, Horses, etc 13
Canadian Customs Regulations 13
Free Miners' Certificates 14
How to reach the Gold Fields:—
- Stikine Route 17
- Skagway Route 21
- Dyea Route 23
- Dalton Trail 25
- St. Michael's Route 26
- Edmonton Routes 26
- Prince Albert Route 28
- Ashcroft Route 28

When to Start 29
Rates and Tickets 29
Steamship Sailings 30
Berths on Steamships 31
Canadian Mining Regulations 32
Alaskan (U.S.) Mining Regulations 35

SIXTH EDITION

KLONDIKE

AND THE

YUKON

GOLD FIELDS

in the Far Canadian North-West and Alaska

PAGE
..... 3
..... 5
..... 6
..... 7
..... 7
..... 9
..... 9
.....10
.....10
.....12
.....13
.....13
.....14
.....17
.....21
.....23
.....25
.....26
.....26
.....28
.....28
.....29
.....29
.....30
.....31
.....32
.....35

The Yukon district of the North-West Territories of Canada, in which the famed Klondike gold fields are located, comprises that vast stretch of country lying between the Arctic Ocean on the north, the 141st west meridian or international boundary line which separates it from the United States' territory of Alaska on the west, the northern boundary of the Province of British Columbia on the south, and the summit of the Canadian Rocky Mountains which divides it from the Mackenzie Basin on the east. The district is about 600 miles from north to south, by over 500 miles from east to west at its southern boundary, with gradually lessening distances towards the north. Comparatively little is definitely known regarding this new and largely unexplored region, and while the information about the country, its resources and conditions, contained in the following pages, has been collected from the most reliable sources, it is only given to the public with such reservations as to its correctness in some particulars as the circumstances would seem to warrant, and additional and authentic information will be published in future editions hereof as procured.

The bewildering stories from the Yukon, of marvellous discoveries of gold of untold richness, would seem almost incredible were they not substantiated by the official reports of reliable explorers and officers of the Canadian North-West Mounted Police, and by tangible evidences of their authenticity in the shape of immense quantities of gold, actually taken from the placers of the Far North, which have been brought out by returning miners. For the past few years the vast basin of the Yukon was reputed to be one of the most resourceful mining regions of the continent, but the actual results of exploration during the past twelve months have demonstrated that its boundless wealth, startling in its immensity, far exceeds human conception and has never been surpassed in the world's history. Nearly every home-bound steamer from Alaskan ports during the past summer and autumn brought its quota of miners who have made their pile, and, they say, millions of virgin gold await the fortunate men who have the hardihood and the courage to penetrate the unknown depths of the Yukon district.

The great northern gold belt extends through this district southeastwardly into British Columbia, with a width, in places,

179397

of 100 miles. Rich strikes have been made at places over this large area, wherever prospected, and there is no reason to doubt that the diffusion of gold is general, the Klondike, in which the recent rich finds have so far been reported, being only a small section of the Yukon district. Mr. Wm. Ogilvie, the well-known Canadian Government explorer, whose reliability is unquestioned, is authority for the statement that untold wealth—almost fabulous in amount—is to be found in these new gold fields which are now attracting the attention of the whole civilized world. He says:

"Gold has been found in a certain zone in British Columbia, running through the Cariboo and Cassiar districts. Project the axis of this zone northwesterly and we touch Teslin Lake, Hootalinqua River, Stewart River, Indian Creek, Tecoandike, Sixty Mile, Forty Mile, American Creek, Seventy Mile and Birch Creek. Now, it is highly improbable that, gold being found at all these points, the intervening spaces are barren. Thus we may have a zone of upward of five hundred miles in length, some of it in Alaska, more of it in the Canadian North-West Territory, and much of it in British Columbia, which will yet be the scene of numerous mining enterprises, both placer and quartz, the latter practically inexhaustible. This country under more favorable climatic conditions would be the richest and most extensive mining area in the world."

New discoveries of marvellous richness are continually being made, speaking of which Mr. Ogilvie further says:

"The character of the gold and the gravel in which it is found indicates to me that they are not the result of glacial action, but rather of natural erosion, and I would say that the mother lode is not far away from the placer mines in the neighboring mountains. The mother lode may not realize the expectations which the placers have raised, but I would not offer that as my opinion, for it is not my opinion. I believe we have a remarkably rich country there. I have seen quartz assayed from $600 to $1,000 a ton. The great wealth will be taken out by the big operations of the quartz miners. The placer miner has shown the way, and will be as certainly followed by the other as he was at Juneau and in California. The big find at El Dorado is working out two altogether opposite effects. It has caused the miner who has been putting up with the hardships of Alaska, as all that country is erroneously called, and who for years has been satisfied with gravel that paid ten cents to the pan, to quit work and curse his luck because he can't pick up $200 and $300 to the pan."

Dr. Dawson, F.R.G.S., and director general of the Geological Survey of Canada, a recognized authority on mineralogy, after whom Dawson City, the centre of the recent gold discoveries, is named, says:

"The entire range from the extreme end of South America to the Arctic is rich in minerals. About 40 years ago gold was discovered in Cariboo, which for its area was the banner mining district of the world till Klondike was discovered. Then Kootenay, Omenica and Cassiar, all instance the trend of the discoveries has been north-west in a belt that runs practically from the British Columbia boundary to the Yukon. In all these districts placer mining has been followed in a greater or lesser degree by the discovery of quartz almost in exact proportion to the facility of access, and that these have not been worked extensively is due to the difficulty of getting machinery into the country, and not to any lack of ore." . . . .

And again Dr. Dawson reports:

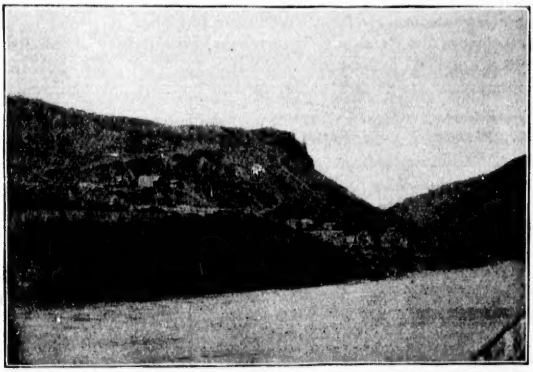
"I consider the Yukon destined to be the greatest mining country the world ever saw. I anticipate that the recent discoveries will lead to the development of quartz mining, in which is the staple wealth of any mining country. Experienced prospectors have already found a number of valuable gold quartz discoveries in the Yukon district, and many more are sure to follow."

Inspector Strickland, of the Canadian North-West Mounted

Police, which preserve order in the Yukon district, in speaking of the Klondike discoveries, says:

"There has been no exaggeration. I have seen nothing in the newspapers in regard to the richness of the field that is not true. Great strikes have been made, but the amount of gold is unlimited. There are hundreds of creeks rich in gold bearing placers, never yet entered by the prospectors. Of course, all the claims in the creeks now opened are taken up, but these are only beginnings, I believe, of much greater finds."

But a small portion of this vast region has been explored, and a large tract of gold-bearing country which affords unbounded possibilities of further rich discoveries—the conditions and the character of a large portion of the district being similar to the Klondike—is still open to the prospector. With such an immense mineralized region, hardy and industrious men who are physically and financially fitted, and have the energy and resolution to face the privations and hardships incident to prospecting and mining in this country, need not hesitate lest the field be fully occupied by others.



TELEGRAPH CREEK, ON STIKINE RIVER.

There is ample room for thousands of practical miners, laborers, business men and capitalists, but few openings for professional men, clerks, bookkeepers, etc., as such. Notwithstanding the recent influx, reports are to the effect that any man willing and able to work in the Klondike need not be idle—the rate of wages varying from $10 to $15 per day, and doubtless similarly high wages will rule in other places when their wealth is established. Many work claims on shares even more profitably. A man, however, should not start for the Yukon with less than $500 or $600, besides his expenses to his destination and a good outfit and liberal quantity of supplies. Those who go should be prepared to stay a year or longer, and ordinarily during that time they have excellent chances of making money, with the possibilities of a fortune.

MINING CAMPS AND SETTLEMENTS

The present principal centres of the Yukon are Dawson City, Forty Mile Post and Fort Cudahy in Canadian territory, Dawson City in the Klondike being the great central mining camp; but as discoveries are made new towns will spring up and probably become important points, not only on the Yukon river, but along the

Hootalinqua, and about Lake Teslin, in Northern British Columbia, where prospectors have already discovered gold in paying quantities. Gold has also been discovered on the Stikine river. The Yukon's banks are dotted here and there with native villages and small settlements inhabited by traders, missionaries and Indians. There are stores, hotels and restaurants at the chief mining centres, and during the coming season these will doubtless be augmented to meet the increased requirements of new comers.

THE CLIMATE

Although comparatively little is known about the Yukon district, the experience of those who have lived there is that the climate is healthy, the winters long and very cold, but so devoid of humidity that their intensity is not so keenly felt as would be imagined from the readings of the thermometer, and with a plentiful supply of suitable clothing can be made agreeable. The summers are short and hot. There are the long winter nights and the nightless summer days usual to an arctic region. The precise temperature for a whole year has been recorded by the officials of the Canadian Government in the vicinity of the Klondike, and is as follows:

1896 Month	Lowest Temperature	Highest Temperature
January	68½° below zero	3° below zero
February	64½° "	32° above zero (on 20th)
March	38° "	40° " (on 15th)
April	26° " (on 7th)	51½° " (on 16th)
May	5° above zero	63½° "
June	28.8° "	81° " (on 30th)
July	33° " (on 30th)	81° " (on 1st and 2nd)
August	27° "	76° "
September....	4.8° "	63° "
October	1° below zero (on 5th)	51° "
November ...	36° " (on 30th)	22½° "
December ...	44½° "	10° "

The average temperature for the month of January, 1896, was 40.71° below zero, and for February, 35.42° below.

In January, 1897, the lowest recorded temperature was 55.07° below zero, and it went under 50° below zero six times, and 40° below zero and under nine times. The highest recorded temperature in this month was 10° above zero. Compared with January, 1896, this shows the seasons are somewhat varying.

In June, 1896, it sank three times just below freezing (32° above zero), and rose twenty-two times over 60° above zero, seven of which were over 70° above.

In July it went below 40° above zero eight times, and over 70° above zero thirteen times.

In August it went below 40° above zero thirteen times, and over 70° above zero seven times.

In September it went under 40° above zero twenty-two times, and rose over 60° above six times.

In November it was below zero twenty-three days out of the thirty.

The above record will give those who intend to go to the Klondike a fair idea of the weather they must expect. It indicates an intensely cold winter, followed by a short spring, opening

in May, and then a decidedly warm summer from June until September, when a short-lived autumn soon changes to winter again.

Milder winters of course prevail further south along the Hootalinqua river and in the Lake Teslin Region, where the existence of gold is likely to attract many prospectors.

Mr. Joseph Ladue, the founder of Dawson City, furnishes the following information regarding the climate at that place :—

"The summer opens about May 15. The ice goes down the river, and by June 1 no snow is seen anywhere. You can plant or sow grain there on May 15. The summer lasts from May 15 until Sept. 1. After the winter sets in on the first of September, the cold comes gradually. In the months of September and October the climate is fine. The month of October there is about the same as November in the east; after that everything is closed up. The Yukon river usually closes between the 1st and the 10th of November. It is not navigable after that time until the next spring."

The belief that everything freezes solid in the Yukon country is a great mistake, for the "glacier" which makes so much trouble in mining is simply the creek water or surface water from the hills, constantly running over and freezing, sometimes making a claim or even a whole creek a mass of ice seven to twenty feet deep in the spring.

Men dress in winter much as they do in countries not so far north, except more warmly—heavy woollen underwear, pants or overalls, heavy woollen shirt, a coat or jumper and a mackinaw; on the feet two or three pairs of woollen socks are worn under moccasins. Felt boots or shoe packs such as are worn in the North-west are very good until the thermometer drops below 40° below zero, when they are not safe. Warm mitts and a fur cap or hood complete the costume. One of the great dangers in winter is getting the feet wet, when a fire must be built immediately and the footwear dried, to prevent freezing. Water boots of sealskin are worn in the fall and spring and sometimes in the winter to keep the feet dry.

To the miner and prospector who has dodged snow-slides in the North-western States, the Klondike will have no great terrors, with the exception that the winter is colder and longer, but to the inexperienced who know nothing of roughing it, the Yukon offers many hardships, and those who have not grit and endurance should keep out of it.

WINTER TRAVELLING IN THE YUKON

Travelling and freighting in the Yukon in the past has been by dogs, but horses are now largely used, although not so serviceable on account of the difficulty in feeding them. Last winter, however, when the rush to the Klondike from Circle City exhausted the supply of dogs, men pulled the entire distance of 360 miles with their grub and blankets, and three men made their way from Fort Yukon without tent or stove, although the thermometer marked at one time 63° below zero. Good train dogs are worth from $200 to $300 in the winter time.

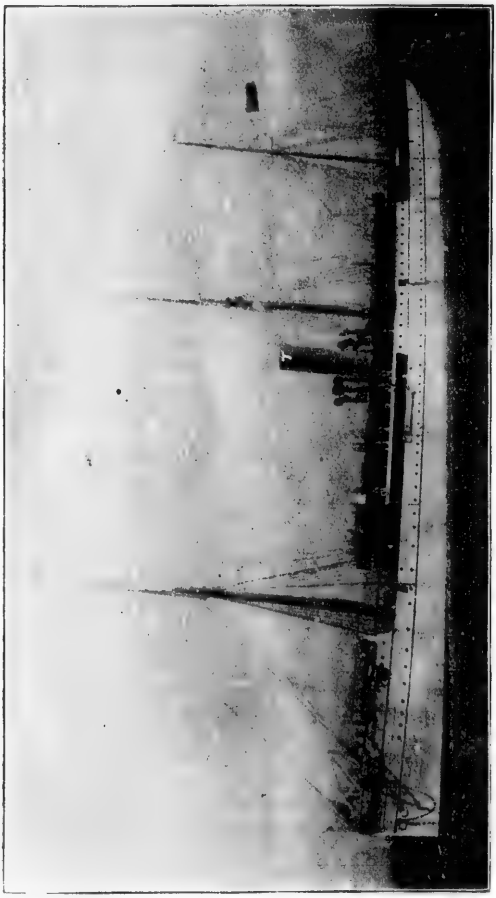
PRODUCTS OF THE LAND, etc.

The Yukon is not the desolate region that it has usually been pictured. It has a limited capacity for gardening, and in a few favored spots small quantities of barley and oats have been raised.

A great part of the valley is clothed with forests of spruce, birch and cottonwood, all of which are good for building pur-

poses. The hills are covered with large trees, and in the valleys there is still better timber. One sawmill in Dawson City is already in operation, and next summer several others will doubtless be established to supply the local demand for sawed lumber at greatly reduced cost from the present high prices. Coal is also abundant in the vicinity of Dawson City and conveniently situated for mining.

Some portions of the country abound in large and small game, but in the region about the Klondike and further east,



CANADIAN PACIFIC RY. CO'S STEAMSHIP "TARTAR."

there is little, if any, along the river except rabbits, ducks and geese in the spring of the year, with cariboo and a few moose and bear beyond the river, and bighorn (mountain sheep), and mountain goats on the sides of the highest mountains. Birds are scarce, but there are partridge and ptarmigan in some localities. Fishing is good, especially for salmon, which weigh up to 80 and 100 pounds, and there are grayling, whitefish, lake trout and eels. Miners and others, however, should not rely on these resources to feed them.

LAW AND ORDER

Notwithstanding the remoteness of this new mining region, law and order are strictly maintained. Maior Walsh, a noted officer of the Canadian North-West Mounted Police on its organization some years ago, is administrator of the District and has a strong body of that semi-military force under his command. Courts of justice, registration and mine inspection offices have been established. The laws are impartially but rigorously enforced ; any attempt at lawlessness will be promptly repressed, as in any other part of Canada, and offenders severely punished. An adequate postal service is being provided, and the Canadian Government (it was recently stated by one of the Cabinet Ministers) has decided to furnish escorts for miners with treasure and, in the richer mineral districts, to create treasure houses, thus ensuring the safe-keeping of the gold stored, so far as police protection is concerned, and while it is on its way out of the country. Arrangements are also contemplated by the Government for the disposal of gold by miners, at a fair value, by means of bills of exchange payable by any bank in the Dominion.

HOW PLACER MINING IS CARRIED ON

The open mining season is from two to four months, according to locality, but a great many of the miners spend their time in the summer prospecting, and in the winter resort to a method which is called "burning." They make fires on the surface, thus thawing the ground until bed rock is reached, then drift and tunnel ; the pay dirt is brought to the surface and heaped in a pile until spring when water can be obtained. The sluice boxes are then set up and the dirt is washed out, thus enabling the miner to work advantageously and profitably the year round. In this way the complaint is overcome which has been so commonly advanced by miners and others that in the Yukon several months of the year are lost in idleness. There is almost continuous daylight from the middle of June until the early part of August, but in the depth of winter there is little more than three hours of daylight in the twenty-four. So that constant daylight for a portion of the year and almost total darkness for another portion might very well create doubts in one's mind as to what portion of the day in either case should be given to sleep. In the summer months it is possible for a miner to put in as many hours as he has the power to endure the physical strain. Constant daylight admits of several shifts of men being employed, and in this way mining operations may go on continuously throughout every hour of the day.

Mr. Ogilvie thus describes the conditions of getting out placer gold as the work is carried on now :—

"The valleys of the creeks are generally wide at the bottom and flat, being seldom less than 300 ft. to 400 ft. This is covered with a dense growth of underbrush and small spruce, with occasionally balsam, poplar, or cottonwood. Much of the wood is suitable for sluice-box purposes, which require boards at least 10 inches wide and 1 inch thick. The rest is all suitable for firewood, which is an important factor in developing the mines of this region. The moss and ice covering a space 8 ft. or 10 ft. long, by 7 ft. or 8 ft. wide, are cleared away from the surface, or a hole some 6 ft. long by 4 ft. wide is dug, and a fire built. During the night the ground is thawed to a depth of from 6 in. to 12 in. Next morning this thawed ground is pitched out and the process is repeated until the bedrock is reached, which is generally at a depth of from 15 ft. to 20 ft. About 10 ft. down we leave the vegetable matter, the alluvial deposits, and enter a

stratum of coarse gravel, the gravel showing very little rounding or wearing. At the bottom of this, close to the bedrock, the pay streak is found, and is seldom more than 3 ft. in depth, the best paying part being immediately on the bedrock. This is not solid rock, but a mass of angular, broken rock lying, no doubt, in its original location in space. Between these masses clay and fine gravel have become imbedded. Into this the miner proceeds a foot or more. Where the pay streak stops? No one has yet gone down to solid beds of rock, so we cannot say what might be found below the so-called bedrock. To burn the hole requires about three weeks' time and a good deal of labor."

QUARTZ MINING, ETC.

Quartz mining can scarcely be said to have commenced yet, but authorities unite in predicting that it will ultimately become the chief industry of the country. As conditions have hitherto been with lack of milling facilities, quartz had little value compared with placer claims, and consequently was not sought. Prospecting for quartz and veins, too, is more difficult than for placer diggings, the outcrops in the hills and mountains being generally covered with several feet of debris or slide as well as by moss. A number of claims, however, have already been located —seven in the vicinity of Forty Mile and Dawson, where Mr. Ogilvie reports the existence of a mountain of low grade gold bearing ore; two others about forty miles up the river; another in Bear Creek; one on Gold Bottom, which turned out on tests from $100 to $1,000 a ton; and another about thirty miles up the Klondike River. Copper ore is also found in the placers and in the river banks and in the bars. The sedimentary coal-bearing deposits are also abundant and widespread, and it is claimed that gold-bearing conglomerates in geological age corresponding to those of South Africa, but of unproven richness, are found in several places.

MINERS' SUPPLIES

All sorts of advice and information are heard at every hand upon the subject of an outfit for a prospector headed for the Yukon. Up to the present time it has been necessary for gold seekers to take along their own supplies, but the conditions of transportation and supply are so rapidly changing, owing to the marvellously great development of the country, that it is more than probable that during the summer of 1898 immense supply depots will be established at the principal points which will furnish all necessaries, and save the prospector the trouble of packing them in himself. It would, however, be as well for those starting early in the spring to provide themselves with an outfit and supplies, which can be procured at lower prices than can be obtained outside of Canada from reputable dealers at Montreal, Toronto, Winnipeg, Vancouver, Victoria, or at any other wholesale centre in Canada, and also at Prince Albert, Calgary, Edmonton, Kamloops and Ashcroft by those intending to travel by the interior overland routes. The following, prepared by men of experience, is given as a list of supplies required by one man for one year; but if, as is usually the case, several men propose to travel together and work in partnership only a small portion requires duplication, and a few of the articles may be entirely dispensed with where the building of boats is not required. Those who have never wintered in the arctic regions have no conception of the intense cold it is necessary to protect against. In purchasing an outfit it is necessary to remember that one is preparing for winter, not summer. Every returning Klondiker and all old-timers wear "parkas" in cold weather, this garment,

which is made of large skins with the fur inside, being worn over all other clothes. Every outfit should contain a mosquito screen which is attached to the hat, and gloves with long wrists must be worn in summer.

—PROVISIONS—

Apples, Evaporated	20 lbs.	Beans	100 lbs.
Bacon (Fat)	200 lbs.	Barley, Pot	10 lbs.
Baking Powder	10 lbs.	Candles	25 lbs.
Beef Extract	1 doz.	Corn Meal	20 lbs.
Coffee	10 lbs.	Lime Juice	1 gal.
Flour	500 lbs.	Matches	5 bxs.
Condensed Milk	1 doz.	Split Peas	10 lbs.
Rolled Oats	50 lbs.	Mustard	1 lb.
Prunes	10 lbs.	Rice	25 lbs.
Pepper	1 lb.	Sugar	75 lbs.
Salt	20 lbs.	Baking Soda	21 lbs.
Soap	10 lbs.	Tobacco, Smoking	10 lbs.
Tea, Compressed	10 lbs.	Vegetables, Compressed	12 lbs.
Yeast, Cakes	3 doz.		
Apricots, Evapor't'd	15 lbs.		

—CLOTHING—

Blankets	2 pairs	Coats, Lined or Skin	1 only
Cap, Cloth	1 only	Cap, Fur	1 only
Bag, Dunnage	1 only	Gloves, Wool	1 pair
Handkerchiefs	1 doz.	Gloves, Skin	1 pair
Mitts, Leather	1 pair	Mitts, Wool	1 pair
Overalls	2 pairs	Mosquito Netting	10 yds.
Ground Sheet	1 only	Pants, Moleskin	1 pair
Shirts, Mackinaw	1 only	Suspenders	1 pair
Socks, Wool	1 doz.	Shirts, Flannel	3 only
Towels	1 doz.	Sweaters, Wool	2 only
Oilskin Coat	1 only	Underwear, Wool	3 suits

—FOOTWEAR—

Boots, Rubber	1 pair	Boots, Laced	2 pairs
Moccasins	3 pairs	Duffles	2 pairs
Arctic Socks	2 pairs	Snow Shoes	1 pair

—HARDWARE, ETC.—

Axe, Chopping	1 only	Auger	1 only
Brace and Bits	1 set	Camp Kettles	1 set
Cup, Tin	1 only	Chisel	1 only
Compass, Pocket	1 only	Coffee Pot	1 only
Knife, Butcher's	1 only	Knife and Fork	1 only
Fry Pan	1 only	Files	3 only
Gold Pan	1 only	Hatchet	1 only
Hammer	1 only	Nails, Assorted	20 lbs.
Oakum	10 lbs.	Pitch	10 lbs.
Plates, Tin	2 only	Picks, Miner's	2 only
Pick Handles	3 only	Rope	25 lbs.
Spoons, Assorted	3 only	Shovels, Miner's	2 only
Saw, Hand	1 only	Saw, Whip	1 only
Saw, Set	1 only	Screw Driver	1 only
Gold Scales	1 set	Stove	1 only

—SUNDRIES—

1 tent.	Fish hooks and lines.
Set pack straps.	Paper and envelopes.
Needles and thread.	Sleeping bag.

Small medicine chest.

In lieu of butter, jam or marmalade may be taken. Solely carbonaceous food should be used. Stimulants of alcoholic character should be avoided. Coffee of the best quality should be used. One pound of best tea equal to seven pounds of coffee for drinking purposes. Coffee more lasting, but tea quicker in action. Berries intensely acid, but palatable, are found through Klondike. Possession of unnecessary articles brings hardship. The addition of an article not required entails increased labor in carrying it and loss if thrown away. But at least one year's supplies should be taken in. In buying goods the best is always the cheapest, and people are cautioned against getting inferior articles. All provisions should be packed in oiled sacks of stout, close material to prevent spoiling by water and moisture. At Victoria and Vancouver are merchants who have for years been outfitting miners for the Cariboo, Cassiar and Kootenay gold fields, and whose experience will be of the greatest advantage to miners and others en route to the Yukon in furnishing the right class and quantity of supplies of the best quality and properly packed.

The whole outfit, which can be varied to suit the purses or requirements of the purchaser, to cost from $200.00 to $250.00, will weigh from 1,000 to 1,300 lbs.

NOTE.—DO NOT FORGET THAT THE KLONDIKE MINING DISTRICT IS IN CANADA, AND THAT SUPPLIES PURCHASED OUTSIDE OF CANADA ARE SUBJECT TO ABOUT THIRTY PER CENT. CUSTOMS DUTY.

TRANSPORTATION OF BAGGAGE AND SUPPLIES

150 lbs. of baggage, consisting of personal effects (wearing apparel, etc.), will be carried free on each adult ticket over the Canadian Pacific Railway and on the steamers of the Canadian Pacific Navigation Co., F. C. Davidge & Co., Pacific Coast S.S. Co. and North American Transportation & Trading Co. Baggage will be checked only to Vancouver and Victoria. Excess over 150 lbs. will be charged for at rates shown by the different routes:

Canadian Pacific Navigation Co., or F. C. Davidge & Co., 8 cts. per lb. from Vancouver or Victoria to Wrangel, Juneau, Dyea or Skagway.

Pacific Coast S.S. Co. 8 cts. per lb. from Victoria to Wrangel, Juneau, Dyea or Skagway.

North American Transportation & Trading Co., 10 cents per pound from Pacific Coast to Yukon River points.

Supplies in quantities will be carried at the following rates:—

From **Vancouver** or **Victoria,**

To Wrangel.....	$8.00	per ton weight (2,000 lbs.) or measurement (at ship's option).	
*Glenora	*	"	"
Juneau	9.00	"	"
Pyramid Harbor..	13.00	"	"
Haines' Mission ..	13.00	"	"
Dyea	13.00	"	"
Skagway	13.00	"	"
From Vancouver or Victoria to Dawson City via St. Michael's	$200.00	"	"

* Rates will be announced later. Previous quotations are cancelled.

These rates are exclusive of marine risks, wharfage and storage and include delivery at the vessel's rail at Glenora (Canada), Pyramid Harbor, Haines' Mission, Dyea and Skagway, where owner must make arrangements to take delivery on steamship's arrival. At Wrangel, Juneau and Skagway there are steamship wharves, and one is being built at Dyea.

Through rates on excess baggage and freight supplies can be obtained from points other than Vancouver or Victoria on application to any agent of the Canadian Pacific Railway Company.

DOGS, HORSES AND BURROS (or Donkeys)

Dogs to a limited number will be carried on the Canadian Pacific Railway passenger trains at regular excess baggage rates, estimated weight 100 lbs. each. Rates from points other than Vancouver or Victoria on Dogs and on Horses and Burros can be obtained on application to any of the Canadian Pacific Railway Co.'s agents. The rates are

FROM VANCOUVER and VICTORIA To	Horses and Mules (each).	Burros (each).	Dogs (each).
Wrangel.....	$35.00	$17.50	$7.50
*Glenora	.....	.....	.....
Juneau	35.00	17.50	7.50
Pyramid Harbor			
Dyea.....			
Skagway.....			

* Rates will be announced later. Previous quotations are cancelled.

CANADIAN CUSTOMS REGULATIONS

If miners' outfits and other supplies, etc., are purchased in Canada, they avoid the customs duties imposed by the Canadian Government upon goods imported from the United States, European and other countries, which average 30 per cent. The customs laws are rigidly enforced. Every available avenue into the country is guarded by a strong police force, and customs offices are being established at the international boundary line

along the different routes, so that it is impossible for any foreign goods to be taken into Canadian territory without complying with the provisions of the law regarding entry, opening of bales and inspection of goods, payment of duty, etc. The regulation allowing prospectors to take in 100 lbs. of outfit and supplies purchased outside the Dominion, without payment of duty, has been revoked. The Canadian Government has recently issued a circular regarding miners' outfits, which says :—

"Wearing apparel, articles of personal adornment, toilet articles and similar personal effects of persons arriving in Canada may be passed free of duty as travellers' baggage under the provisions of the Customs tariff, but this provision shall only include such articles as are actually accompanying the parties or are necessary and appropriate for wearing or use of such persons for immediate purposes of the journey and for the present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other purposes or for sale."

Canadian outfitters thoroughly understand that certified invoices showing price paid for each article is necessary, and give the same in triplicate with outwards entry papers at the time the outfit is purchased. At Wrangel these papers are used by United States Customs officer, who takes declaration from owners and bond covering value of goods, thus bonding them into Canada without any expense whatever to the passenger.

At Skagway and Dyea, Canadian goods crossing the narrow strip of United States territory must either be accompanied by an American customs officer at an expense of $9 per day, or be transferred through in bond, or the amount of the American duty can be deposited by those unable to give a bond and a certificate received in return which is to be presented to the U. S. customs officer at the International boundary. This official examines the goods and if they are found intact gives the owner a voucher entitling him to a refund of the duty he has paid, which voucher is cashed by the Canadian customs official at the frontier, instead of the owner being compelled to return to Skagway or Dyea for his refund.

FREE MINERS' CERTIFICATES

It is necessary that persons going to the Canadian Yukon with the intention of mining should first obtain a Free Miner's Certificate, without the possession of which no right or interest in a mining claim will be recognized, either in an individual or a company, by the Government. These Free Miners' Certificates can be procured (upon personal application only) from the Collectors of Customs at Montreal, Toronto, Vancouver, Victoria and Nanaimo, from the Dominion Lands Agents at Winnipeg, Prince Albert, Calgary, Edmonton, Kamloops, and New Westminster, and at Dawson City, and at other places to be named, under conditions which will be found in the Mining Regulations printed in this pamphlet.

HOW TO REACH THE GOLD FIELDS

Travellers to the Klondike and the Yukon gold fields have the choice of several routes—either overland by way of Prince Albert or Edmonton, in the North-West Territories, or Kamloops or Ashcroft, B.C., or by way of the Pacific Coast via Wrangel and the Stikine River, thence to Lake Teslin; which is soon to have a railway between the Stikine and the Yukon water stretches; via Skagway, Dyea or Pyramid Harbor, thence over the different Passes; or via Behring Sea to St. Michael's, thence

up the Yukon. Whichever route is selected the best and in some cases the only way of making the first stage of the journey is by the Canadian Pacific Railway. Prospectors, miners and others should see that their tickets read via the Canadian Pacific Railway, and if any agent endeavors to persuade them to travel by any other route they should apply personally or write to the nearest representative of the Canadian Pacific Railway Company or Soo Line mentioned herein, who will furnish them with all information and arrange to supply them with the necessary tickets. The Canadian Pacific offers a greater

COLLECTING CANADIAN CUSTOMS DUTY AT TAGISH LAKE ON SUPPLIES PURCHASED OUTSIDE OF CANADA.

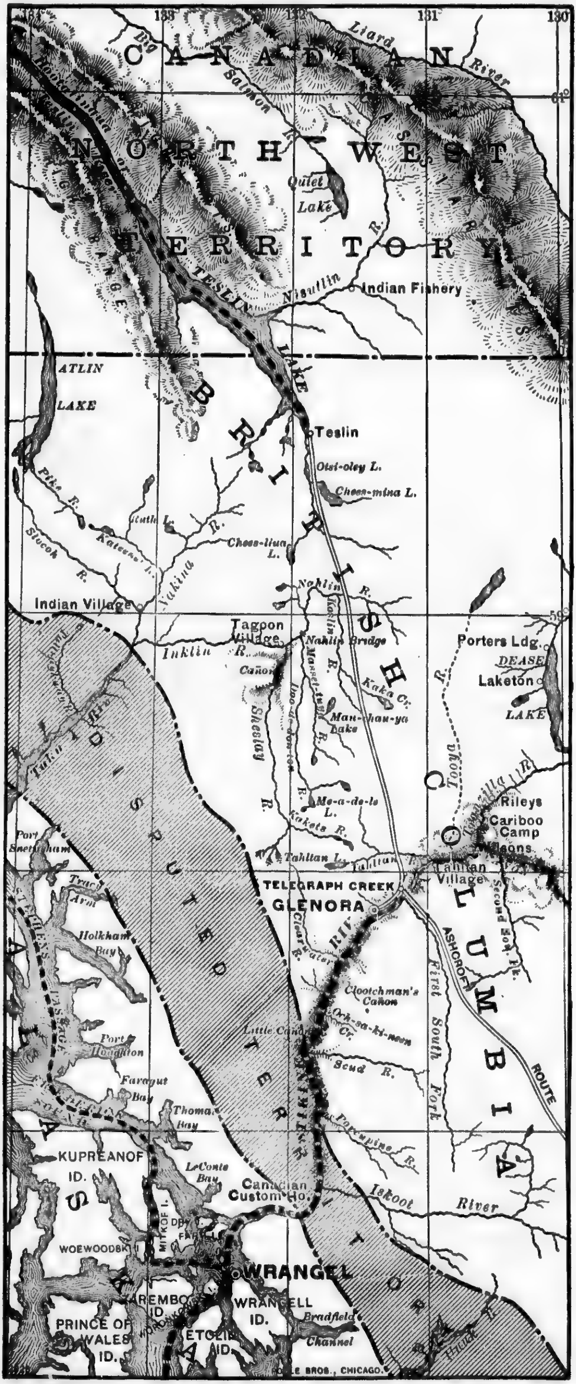
variety of routes to the Yukon gold fields than any other route. Its line is well equipped with first class sleeping, tourist and colonist cars, its rates are the lowest, and its time the quickest.

From the Middle States the Soo-Pacific route should be taken. This line from St. Paul and Minneapolis connects with the Canadian Pacific at Moose Jaw, Western Canada, for Vancouver and Victoria.

NOTE.—Passengers travelling across the continent by the Canadian Pacific or Soo-Pacific will have the preference in accommodations on their connecting ocean and river steamers and also on stage and trail routes as may be arranged hereafter.

Beyond the terminals to which through tickets are sold the country is largely unknown, and there is as yet a great deal of indefiniteness regarding the precise character and condition of the routes at the different seasons, and the facilities for travelling over them ; the dates of the opening and closing of navigation may also vary by the different routes, and the distances mentioned are only approximately given. While their easy practicability cannot consequently be guaranteed, they have all been traversed, and the information regarding them in this folder has been compiled from the most reliable sources accessible.

Until such time as regularly established means of transportation through to all important points on the Yukon and its tributaries can be arranged, parties will be ticketed by the



Stikine Route—Wrangel to Glenora and Lake Teslin,

Canad
Prince
etc., a

ROU

T
Soo-P
ocean
steam
Creek
to Te
linqua
and o

The a

V
V
G
T
F
S

T

V
Railw
Strait
At W
river
exist
open
differ
dian
and
gers.
steam
can
Stikin
the c
on th
tion f
The s
Abou
is ent
Cana
Glenc
so p
arrar
mout
miles
ing a
grap
Stati
On th
from
narro

Canadian Pacific Railway Company only as far as Edmonton, Prince Albert, Kamloops, Ashcroft, Wrangel, Dyea, Skagway, etc., according to the route they may determine to travel.

ROUTE I.—Stikine Route

Take the Canadian Pacific Railway (from Middle States take Soo-Pacific route) to Vancouver or Victoria, B.C.; thence ocean steamer to Wrangel; sleigh road in winter and river steamer in summer up the Stikine River to Glenora or Telegraph Creek; pack trail, waggon road and railway as it progresses, to Teslin Lake, thence river steamer down the lake, the Hootalinqua and Lewes rivers to Fort Selkirk and Dawson City and other points on the Yukon.

The approximate distances are :—

Vancouver or Victoria to Wrangel	(ocean)	700 miles.
Wrangel to Glenora	(sleigh road or river steamer)	125 "
Glenora to Lake Teslin	(trail, waggon and railway)	145 "
Teslin to Fort Selkirk ..	(lake and river steamer)	400 "
Fort Selkirk to Stewart River	(river steamer)	105 "
Stewart River to Dawson City....	(river steamer)	67 "
Total distance from Vancouver and Victoria to Dawson City.....		1,542 miles.

Vancouver, the western terminus of the Canadian Pacific Railway, and Victoria, on Vancouver Island, 80 miles across the Straits of Georgia, are in British Columbia. Wrangel is in Alaska. At Wrangel, baggage and freight will be transhipped in bond to river steamers thus avoiding the customs difficulties which exist at present at Dyea and Skagway, the Stikine River being open by treaty to free navigation. Berth locations on the different river steamers will be made by an agent of the Canadian Pacific Ry. Co. on ocean steamers or at Wrangel, and preference will be given to C. P. R. overland passengers. The Stikine is easily navigable for flatbottom river steamboats to Glenora, and when the water is high, they can reach Telegraph Creek, 12 miles further up stream. The Stikine has been regularly navigated for some years, but during the coming season there will be many additional steamers placed on this route, on each of which there will be good accommodation for 50 first-class and from 100 to 150 second-class passengers. The steamboat trip from Wrangel to Glenora occupies 36 hours. About 25 miles from the mouth of the Stikine, Canadian territory is entered, and the route thence to the Klondike lies entirely within Canada. The dry belt is reached half-way between Wrangel and Glenora, and passengers by this route thus avoid the damp weather so prevalent on the coast. The Canadian Government has arranged for a sleigh road to be opened by 10th of March, from the mouth of Stikine River (reached by steamer from Wrangel, 7½ miles distant, or Indians can be procured with large canoes holding a ton to take passengers and outfits), via Glenora and Telegraph Creek to the head of Yukon navigation on Lake Teslin. Stations will be erected about 25 miles apart along the route. On the opening of navigation, about 15th May, river steamers from Wrangel to Glenora will connect at the latter point with a narrow gauge railway (3 feet 6 inches), which by contract with

the Canadian Government is to be completed to Lake Teslin by 1st September. During the construction of the railway, a pack and waggon road will be kept open, and as the railway is pushed ahead it will be utilized for the carriage of miners and their outfits, etc., to the end of the track. The overland trail from Glenora or Telegraph Creek to Lake Teslin runs through a comparatively level country, in which there are no high mountain ranges to cross or difficult passes to climb as by the Dyea

WRANGEL AS IT WAS.

and Skagway routes. The trail was largely utilized during the past season, and the British Columbia Government has expended a large sum in improving it. The machinery for a river steamer on Teslin Lake was transported by this route last fall, and large quantities of supplies and some live stock taken in. Several transportation companies are arranging for the carriage of passengers and freight between Glenora and Teslin, until the completion of the railway, and one mining and trading company has already shipped up a large working outfit to establish stopping places en route. Food for 1000 head of stock can be found in summer between Glenora and Teslin immediately along the trail. On Lake Teslin, which is from two to fifteen miles wide and over 100 miles long, a steamer is now completed and arrangements are being made for the placing of many others on the lake as soon as possible after after the opening of navigation. Lumber is plentiful around the lake for the construction of boats and batteaux by those who wish to prospect en route, and last season a number of craft, each capable of carrying three or four passengers and five tons of freight safely to Dawson City, were easily constructed in two days. The boats are broken up at the end of the journey, and the timber either utilized in mining operations, house building or sold at good prices. There is clear navigation from the head of Lake Teslin to Dawson City, with but one rapid—that of Five Fingers—along the entire distance, and these are reported to be, with care, navigable on the northern or right hand channel. Out of Lake Teslin flows the Hootalinqua or Teslin River, which, after being joined by the Big Salmon River,

is known as the Lewes, which is followed to Fort Selkirk, where, with the Pelly, it forms the Yukon, of which it is the principal source and greatest feeder. From Fort Selkirk, the Yukon affords convenient means of reaching the gold fields:—Dawson City, Forty Mile, Fort Cudahy, Circle City and other points in the Canadian Yukon and Alaska. It is estimated that the trip from Vancouver or Victoria to Dawson City, when steamer and rail communication is established, can be made in about 10½ days, actual travelling—the trip from Vancouver and Victoria occupying three days; from Wrangel to Glenora, 1½ days; from Glenora to Lake Teslin, 1 day; and from Lake Teslin to Dawson City, 5 days.

The route to Wrangel is open throughout the whole year, and to Glenora practically so. The Stikine River is usually open from the 15th May to 15th October, and in favorable seasons from two to four weeks longer, and during January, February and March the trip on the ice from near the mouth is easily made, there being a good trail on the river usually, which this year

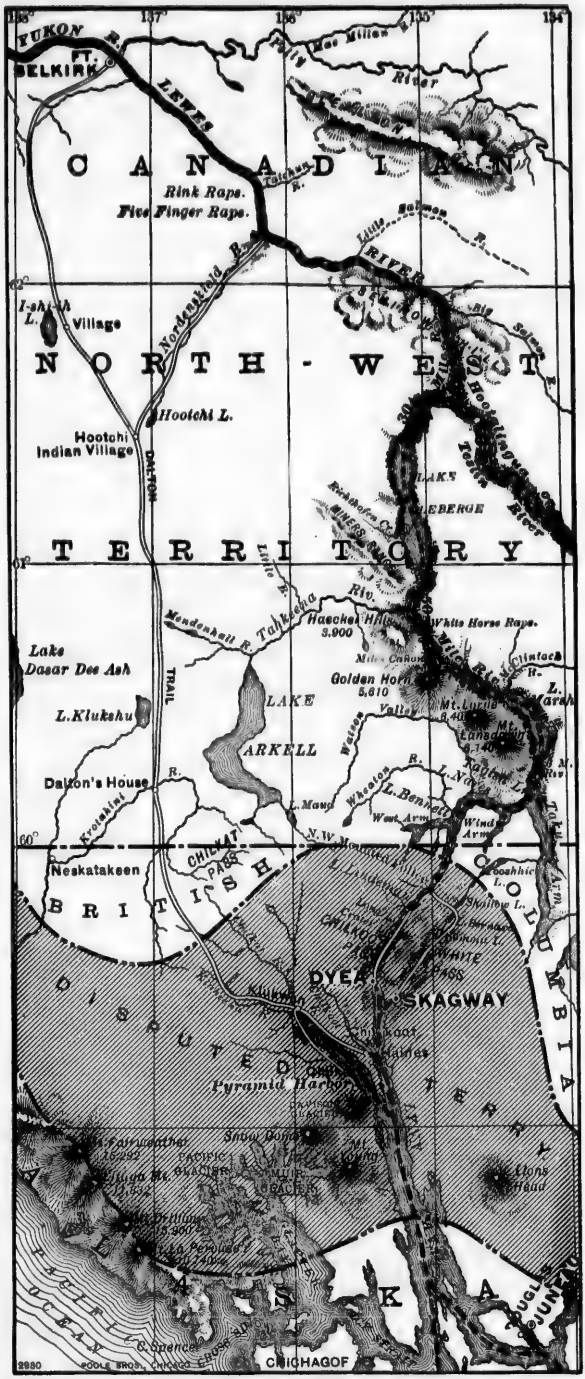
LOOKING DOWN THE STIKINE RIVER. GLENORA.

has been travelled by numerous parties without experiencing any difficulties or hardships whatever.

There is good hotel accommodation at Wrangel, to which additions are being made, and on the opening of navigation, it is expected hotels will be ready for guests at Glenora, where there are also good camping grounds. The Hudson's Bay Co. are extending their operations to Glenora and Teslin Lake, where any additional supplies required will be procurable.

Among the well-informed there is an impression that many who have already gone forward to Dyea and Skagway in expectation of getting over the Passes will return to Wrangel, and ultimately proceed by the Stikine route to the Yukon.

Until further notice the Canadian Pacific Railway Co. will ticket passengers through to Wrangel, and to Glenora during the season of navigation on the Stikine. The fare from Vancouver and Victoria to Fort Wrangel is $30.00 first-class, which includes meals and berth on steamship, and $20.00 second-class, which includes meals and bunk. To Glenora the fares from Vancouver and Victoria will be announced later. Previous quotations are cancelled.



Dyea, Skagway and Dalton Routes.

Canadian Pacific Railway Co's Steamships.

The Canadian Pacific Railway Co. will inaugurate an additional steamship service between Vancouver, Victoria and Wrangel in April next with the magnificent Clyde-built steamships "TARTAR" and "ATHENIAN," both of which are classed 100 A1 at Lloyds.

These steamships are of modern construction, most elaborately appointed, and have excellent accommodation for both first and second-class passengers—no essentials to the comfort and convenience of the passengers being lacking in any particular.

The staterooms are large, comfortable and perfectly ventilated and the dining saloons, cabins, and smoking rooms spacious and tastefully decorated, and in every respect vastly superior to those of any other vessels on the Pacific Ocean, excepting the Canadian Pacific "Empress" China-Japan steamships. Both vessels are lighted by electricity and fitted with triple expansion engines.

The "TARTAR'S" gross tonnage is 4,425, length 376 feet, breadth of beam 47 feet, depth 33.3 feet. The gross tonnage of the "ATHENIAN" is 3,882, length 365 feet, breadth 45½ feet, depth 29 feet.

The "TARTAR" and the "ATHENIAN," under the command of experienced officers, will make close connection at Vancouver with the transcontinental trains of the Canadian Pacific Railway, and at Wrangel with the river steamers which they have made arrangements with for Glenora during the season of navigation on the Stikine. Sailings from Vancouver and Victoria on Mondays and Thursdays, reaching Wrangel on Thursdays and Sundays, and leaving in return the same afternoons.

ROUTE II.—Skagway Route

This route is by the Canadian Pacific Railway (from Middle States by the Soo-Pacific route) to Vancouver and Victoria, thence by ocean steamer through the inland channel up the British Columbia and Alaskan Coast past Fort Wrangel and Juneau to Skagway, Alaska, near the head of the Chilcoot Inlet of the Lynn Canal, thence over the White Pass to the lakes which form the headwaters of the Yukon and down these water-stretches to the gold fields.

The approximate distances are :—

Vancouver and Victoria to Skagway	(water)	995 miles
Skagway to foot of Tagish Lake	(pack trail and boat)	84 "
Tagish Lake to head of Canon	(boat)	50 "
Head of Canon to White Horse Rapids	(portage)	2 "
White Horse Rapids to Dawson City	(water)	450 "
Total distance between Vancouver and Victoria and Dawson City		1,581 miles

From Skagway, at which there are good landing facilities, the trail leads for seventeen miles, four being through all timber, to the summit of the White Pass, whose highest elevation is 2,600 feet. The descent on the other side is gradually made by a series of benches, but it is rocky and marshy to near the portage between Lakes Lindemann and Bennett, 42 miles from tidewater. Here the Skagway and Dyea routes unite. Supplies can be

179397

LAKE LINDEMANN

taken by pack horse to Lake Bennett, from which the remainder of the journey must be made by boat, either built or purchased at Lake Bennett. From Lake Tagish, where the Canadian Customs House is at present established, the route is through Marsh Lake, Miles Canon and Lake Labarge to the Lewes River, and thence as described in Route I. In addition to the difficulties in surmounting the Pass, which are likely to increase as the winter breaks up, there are several rapids to run, those of Miles Canon requiring portaging one mile and White Horse two miles. The journey from Vancouver to Skagway occupies from five to seven days, according to steamer, four days to Lake Bennett travelling light, and about fourteen days from there to Dawson City, not including the time required to build boats. The packing of supplies, etc., over the Pass occupies a period variously estimated up to two months, according to the season of

IN THE CHILCOOT PASS, DYEA ROUTE.

the year, the quantities to be carried and the resources of the party; but better facilities for expediting the carriage of goods to the summit during the winter and early spring have been provided. Navigation on Lake Bennett, however, does not open until about 1st June, until which time travellers who have crossed the Pass must camp there, as no further progress can be made towards the Yukon until the ice breaks up.

The fare from Vancouver or Victoria to Skagway is $50.00 first-class and $35.00 second-class—the former including meals and berths and the latter meals and bunks without bedding.

ROUTE III.—Dyea Route

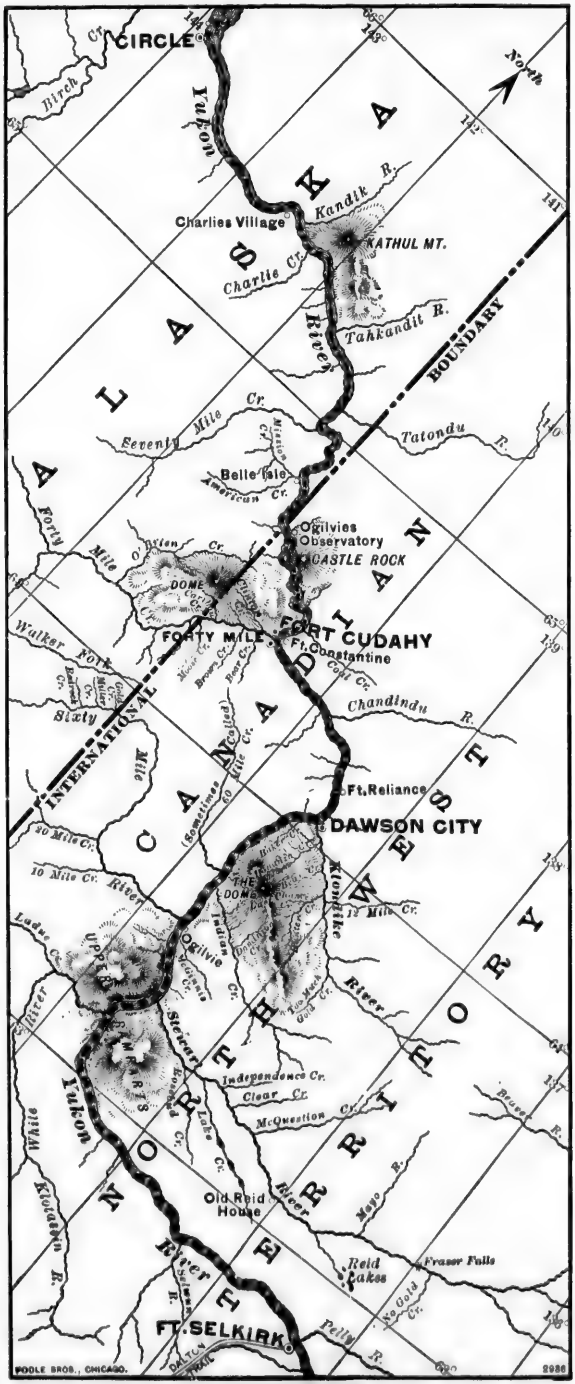
By Canadian Pacific Railway (from Middle States by Soo-Pacific route) to Vancouver or Victoria, B. C., thence ocean steamer through the inland channel to Dyea, Alaska, and over the Chilcoot Pass to the water-stretches which lead to the Yukon.

The approximate distances are :—

Vancouver and Victoria to Dyea	(water)	1,000 miles.
Dyea to foot of Tagish Lake	(pack trail and boat)	73 "
Tagish Lake to Dawson City	(boat)	502 "
Distance from Vancouver and Victoria to Dawson City.....		1,575 miles.

Dyea is at the head of Dyea Inlet, an arm of the Lynn Canal, five miles from Skagway, and is in a rather exposed position. It is at present without docks, but the erection of two ocean wharves is being proceeded with. Merchandise, etc., is now landed on the beach by lighters. The route is by waggon road to the first crossing of the Dyea River, thence by trail through the Chilcoot Pass, at an elevation of 3,500 feet. There are several crossings of the river, which is fordable except in the spring, and a fairly good road to Sheep Camp, beyond which there is a steep and stony ascent to Chilcoot Pass of 1,800 feet in three miles and a quarter, 1,000 feet of which occurs within half a mile. This Pass is not available for laden horses, and supplies must be packed over by Indians, or the travellers them-

MILES CANON, ON DYEA AND SKAGWAY ROUTES—
Not Navigable.



YUKON RIVER.

Fort Selkirk to Dawson City, Klondike, Circle City, etc.

selves. Two tramways to the summit and an aerial cable over the summit, covering a total distance of 18 miles, are being constructed, but will not be ready for operation for some time yet. From the summit to Lake Lindemann, which opens about first June, there is a decline of 1,320 feet, but the trail is a fairly good one from Crater Lake, just beyond the summit, to the head of Lake Lindemann, at the portage between which and Lake Bennett a junction is made with the Skagway trail, and thence the route is the same as from Skagway—down the lakes and rivers to the Yukon.

The time occupied in reaching Dawson City from salt water is about the same as by the Skagway trail. The fares from Vancouver and Victoria to Dyea are $50.00 first-class and $35.00 second-class, the former including berths and meals, and the latter meals and bunks, without bedding.

On Chilcoot Pass, Dyea Route.

ROUTE IV.—Dalton Trail

By Canadian Pacific Railway (from Middle States by Soo-Pacific route) to Vancouver or Victoria, B.C., ocean steamer by the inland channel to Pyramid Harbor, thence overland to the Yukon.

The approximate distances are :—

Vancouver or Victoria to Pyramid Harbor or Haines' Mission	(water)	985 miles.
Pyramid Harbor or Haines' Mission to Fort Selkirk	(pack trail)	350 "
Fort Selkirk to Dawson City	(water)	172 "
Total distance from Vancouver or Victoria to Dawson City		1,507 miles.

Pyramid Harbor is on the Chilcat Inlet, an arm of the Lynn Canal. The trail is taken by many, as it is reputed to be free from many of the difficulties which attend the passage of the White and Chilcoot passes, and is a favorite one for live stock, bands of cattle and sheep having been driven over it during the past two years; reports are that there is good pasturage along the route during the summer. After a short detour to the west, following the right bank of the Chilcat River, the trail extends

almost due north to the source of the Nordenskiold River, where it branches, one following that river to Five Finger Rapids, on the Lewes River, the route thereafter being down he Lewes and Yukon, and the other continuing due north to Fort Selkirk, leaving the Nordenskiold to the right. The entire distance by the latter trail can be covered on horseback, and the trip has been made from Pyramid Harbor to Dawson City in about fifteen days.

The fares from Vancouver and Victoria to Pyramid Harbor are $50.00 first-class and $35.00 second-class, the former including berths and meals, and the latter meals and bunks, without bedding.

ROUTE V.—St. Michael's Route

By Canadian Pacific Railway (from Middle States by Soo-Pacific route) to Vancouver or Victoria, B.C., thence by the Pacific Ocean and Behring Sea to St. Michael's and up the Yukon, this route being chiefly used by those going to points in Alaska, as the late opening of navigation (about 1st July) does not make it the most desirable route to the Klondike and other points in Canadian Territory.

The distances given are as follows :—

Victoria to St. Michael's ..... (ocean)	2,800 miles
St. Michael's to Dawson City ....(river)	1,650 "
Total distance to Dawson City....	4,450 miles

This all-water route lies directly across the North Pacific Ocean to Dutch Harbor in Unalaska, an island off the Alaskan peninsula, thence across Behring Sea and Norton Sound to Fort "Get There," on St. Michael's Island, where transfer is made to river steamers which sail down the coast eighty miles to the north mouth of the Yukon, and up that river to Circle City (Alaska), Fort Cudahy, Forty Mile and Dawson City, Canada. The navigation of the Yukon in the upper part is open from May until the middle of October, but at the mouth it is not open before 1st July, and is free from ice from two-and-a-half to three months. The journey from Victoria usually occupies from 35 to 40 days, of which from 16 to 20 are taken to ascend the river to Dawson City, but the uncertainty of the navigation of the Lower Yukon frequently prolongs the river journey. One objection to this route, consequently, is the lateness in the season before Dawson City can be reached.

The fares from Vancouver and Victoria to Dawson City are $300 first class, and $250 second class, which includes meals and berths and 150 lbs. of baggage free.

When selling through tickets the Canadian Pacific Railway Co. acts only as agent for the Steamship Company, and will not be responsible beyond its own line—the other portion of the ticket being subject to Pacific Ocean and Yukon navigation.

ROUTE VI.—Edmonton Routes

The Edmonton Routes can only be taken by Canadian Pacific Railway (from Middle States by Soo-Pacific route) to Edmonton in Alberta, from which there is a choice of two main lines or communication: around by the Mackenzie River and the far north, or overland by the Peace River country and the Liard River.

The distances given are as follows :—

EDMONTON-MACKENZIE RIVER ROUTE

Edmonton to Athabasca Landing ....(waggon road)	90	miles
Athabasca Landing to Fort McPherson .....(river)	1,844	"
Fort McPherson to Porcupine River (river and trail).	80	"
Porcupine to Fort Yukon .....(river)	400	"
Fort Yukon to Dawson City .....(river)	303	"
Distance from Edmonton to Dawson City	2,717	miles

The main line of the Canadian Pacific Railway takes the traveller to Calgary, at the eastern base of the Rocky Mountains, from which a branch line runs 191 miles to Edmonton, the starting point for all routes leading north and west.

By the Mackenzie, the route lies to Athabasca Landing and Fort Chipewyan, thence down Great Slave River to Great Slave Lake, whence the Mackenzie River is followed to Peel River (one of its tributaries), and thence by Rat River to the waters of the Porcupine, and then the Porcupine River takes the traveller to Fort Yukon, three hundred miles below Dawson City and the Klondike. The time occupied from Edmonton by the Mackenzie River is variously estimated from ninety days upwards. There is a good waggon road from Edmonton to Athabasca Landing. Steamers ply on the Athabasca and Mackenzie, but their carrying capacity is very limited, and prospectors and others do not depend upon them, but usually build or buy boats at Athabasca Landing.

It is probable that short practicable canoe routes from the Mackenzie to the headwaters of the gold-bearing streams of the Yukon exist hundreds of miles further south than the Peel River portage.

EDMONTON-PEACE RIVER ROUTE

Edmonton to Peace River Crossing .....(trail)	260	miles
Crossing to Forks of Nelson .....(trail)	240	"
Down the Nelson to junction with Liard .....(river)	120	"
Up Liard to Dease River .....(river and trail)	160	"
Dease River to Pelly River ..... (river and trail)	170	"
Pelly River to Fort Selkirk .....(river)	220	"
Fort Selkirk to Dawson City .....(river)	172	"
Distance from Edmonton to Dawson City	1,342	miles

By the shorter overland route, the objective point from Edmonton is the Liard River, and there are several alternate routes, all heading North-west and converging on the Liard, one being by Athabasca Landing and Lesser Slave Lake to the Peace River, and another by the Athabasca to Fort Simpson and thence up the Liard. A good road also leads from Edmonton to the Peace River Crossing. When once the waters of the Liard are reached, by either route, the remainder of the journey is via Lake Francis, the portage over the watershed to the Pelly River, and thence down the Pelly to Fort Selkirk and the Yukon to Dawson City. These routes, which skirt the great undeveloped Omineca and Cassiar mining districts, are largely utilized by parties intending to explore the headwaters of the Peace River, on the eastern, and the numerous gold-bearing streams on the western slope of the Rockies, whose great mineral wealth has already been demonstrated by pioneer miners. Pack horses are easily procurable at Calgary and Edmonton, at moderate prices, which, however, are increasing on account of the demand for them. They range from $20 to $40 each for animals weighing from 800 to 1,000 pounds.

ROUTE VII.—Prince Albert Route

This route can also only be taken by Canadian Pacific Railway (from Middle States by Soo-Pacific route) to Prince Albert, Saskatchewan, from which the Athabasca River is reached at Fort McMurray, the point of junction with the Edmonton-Mackenzie River route. The approximate distances are as follows:—

Prince Albert to Green Lake	(waggon)	140	miles
Green Lake to Long Portage	(river)	220	"
Long Portage to Clearwater River	(road)	12	"
Clearwater River to Fort McMurray	(river)	80	"
Fort McMurray to Dawson City (via Fort McPherson and Porcupine River.)	(river and trail)	2377	"
Total distance from Prince Albert to Dawson City		2829	miles

The main line of the Canadian Pacific Railway is taken to Regina, the capital of the Canadian North-West Territories, from which a branch line runs 250 miles to Prince Albert on the Saskatchewan River. There is a good waggon road to Green Lake, whence the boat voyage to the junction with the Edmonton route at Fort McMurray is safe, easy and uninterrupted as far as Long Portage, which is easily traversed by a good road, horses being obtainable; and the boats entering the Clearwater can proceed down stream to the Athabasca with one insignificant portage. From Fort McMurray the Yukon can be reached by the Mackenzie and Porcupine rivers as described in the Edmonton-Mackenzie River route. Experienced boatmen can be secured at Prince Albert, where there are facilities for transport of passengers and baggage to Green Lake, and boats or material for their construction can also be obtained there.

ROUTE VIII.—Ashcroft Route

This route also can only be taken by the Canadian Pacific (from Middle States by Soo-Pacific route) to Ashcroft, thence through Cariboo and across to the Stikine, after which Route I. is followed.

The distances given are as follows:

Ashcroft to Quesnelle	(stage)	220	miles
Quesnelle to Hazleton, on the Skeena River	(trail)	327	"
Hazleton to Telegraph Creek	(trail)	240	"
Telegraph Creek to Teslin Lake	(waggon road and railway)	145	"
Teslin Lake to Dawson City	(lake and river)	572	"
Total distance from Ashcroft to Dawson City		1,504	miles.

Ashcroft is on the main line of the Canadian Pacific Railway, 204 miles east of Vancouver, and is the starting point for the famed Cariboo Gold Fields. There is a splendid stage road to Soda Creek, and choice of continuing by road or by steamer sixty miles to Quesnelle, from which the route lies along the old overland telegraph trail—(the route of the Behring Straits telegraph line which was in process of construction at the time of the laying of the Atlantic cable, and was abandoned in consequence of the successful laying of the cable)—to Hazleton on the Skeena River, which is navigable from its mouth to beyond this point. From Hazleton, Telegraph Creek on the Stikine is reached by trail. From Telegraph Creek the route lies to Teslin Lake and down the Hootalinqua, Lewes and Yukon, as described in Route I. There are hundreds of miles of unexplored ground near the overland trail from

Quesnelle which is known to be rich. The trail is in good condition and there is good pasturage along the route for stock, which run wild and feed themselves between Quesnelle and Hazleton in winter. From Fort George parties may cross the Giscome Portage and by water reach the Peace River country; from Hazleton by trail to the Omineca, and from Telegraph Creek by trail and water to the Cassiar, all of which are gold-bearing regions, largely unprospected.

Kamloops, a station on the Canadian Pacific Railway, 47 miles east of Ashcroft, is also a starting place by this route, the route being along the North Thompson River, the Cariboo road being reached at Bridge Creek, 112 miles north.

WHEN TO START

The best time to start for the gold fields depends largely upon the route intended to be taken and the traveller's point of departure. If starting from Europe, from eight to ten days should be allowed for the Atlantic voyage and six days for the overland journey, and it would be as well for the travellers to allow themselves several days for the purchase of supplies at whatever place they may decide to outfit. Those going by the Stikine Route on opening of river navigation need not reach Vancouver or Victoria, B.C., before the middle of April. Under contract with the Canadian Government, a sleigh road will be open from the mouth of the Stikine to Teslin Lake by the 10th of March.

The Dyea and Skagway routes should not be attempted before February, and from that time until the weather begins to get soft in April, the snow and ice afford fair travelling with snowshoes and sledges or toboggans, by which goods can be freighted over the Passes perhaps more quickly and cheaply than during any other season of the year. For the last two years most men going in the spring have gone over the passes in February, March and April. The coming year many will no doubt start in February and March, in order to take their time getting over the passes and down the lakes, and building their boats.

The first steamers by the St. Michael's route leave North Pacific ports about 10th June, as navigation on the lower Yukon does not open before 1st July.

By the Edmonton-Peace River route, Edmonton should be left not later than March 1st, when flat sleighs for a large portion of the trip, instead of pack horses, can be used advantageously. By the Edmonton-Mackenzie River route, a start should be made from Edmonton about the end of April or early in May. The Athabasca River opens from the 10th to the 25th of April, and Great Slave Lake, 750 miles north, early in June. Beyond that lake there is clear navigation to Peel River and on the Porcupine during summer.

By the Ashcroft route, the best time for starting from Ashcroft is from April 15th to May 1st, there usually being then good pasturage en route.

RATES AND TICKETS

All rates quoted herein are subject to change; such changes will be published in future editions hereof.

The Canadian Pacific Railway Company in selling through tickets beyond its own line of Railway or Steamships acts only as agent for connecting transportation companies, and assumes no responsibility beyond its own lines. All tickets over the Ocean,

River, Lake or Stage, etc., portions of journey are sold subject to navigation risks and detentions, and also subject to accommodations vacant when such portions of tickets are presented, or as arranged at time of purchase or en route.

Rates from interior points can be found by adding the current rates to Vancouver or Victoria via the Canadian Pacific Railway to the following figures :—

Vancouver or Victoria To	1st Class.	2nd Class.
Wrangel	$30.00	$20.00
*Glenora	*.....	*.....
Juneau	35.00	22.00
Pyramid Harbor Landing	50.00	35.00
Haines' Mission	50.00	35.00
Dyea	50.00	35.00
Skagway	50.00	35.00
Sitka	50.00	35.00

* Rates to Glenora will be announced later. Previous quotations are withdrawn.

First-class rates include meals and berth on steamships, second-class rates meals and bunk on steamships, except that rates to Glenora do not include meals and berths beyond Wrangel. Berths (for first-class passengers only) are $3.00, and meals are 50 cents each, between Wrangel and Glenora.

Vancouver or Victoria to	1st Class	2nd Class
Dawson City via St. Michael's Island	$300.00	$250 00

All fares and prices quoted herein are in gold. A fair idea in sterling can be obtained by reckoning $5.00 (Five Dollars) to £1 (one pound).

STEAMSHIP SAILINGS

Are intended to be as follows, but are subject to change :

Canadian Pacific Ry. Co.'s Steamships.

From Vancouver, Mondays and Thursdays, upon arrival of Canadian Pacific Overland Pacific Express, for Wrangel, commencing April, 1898.

From Victoria, Mondays and Thursdays, For Wrangel, commencing April, 1898.

C. P. Navigation Co.

From Victoria, 8.00 p. m. For Wrangel, Juneau, Dyea, Skagway, etc.,

S.S. Islander, February 15th ; March 1st, 15th and 29th ; April 12th and 26th.

S. S. Danube, February 22nd ; March 8th and 22nd ; April 5th and 19th, and every Tuesday thereafter.

From Vancouver, on arrival of Canadian Pacific Railway Pacific Express. For Wrangel, Juneau, Dyea, Skagway, etc.

S.S. Islander, February 16th ; March 2nd, 16th and 30th ; April 13th and 27th.

S. S. Danube, February 23rd ; March 9th and 23rd ; April 6th and 20th, and every Wednesday thereafter.

Commencing June 14th, S.S. Danube will make regular trips to St. Michael's Island, connecting with Yukon River steamers to Dawson City, etc.

F. O. Davidge & Co.

From Victoria, for Wrangel, Juneau, Dyea, Skagway, etc. S.S. Thistle; Feb. 17th ; March 3rd and 17th, and every alternate Thursday thereafter.

From Vancouver, on arrival of Canadian Pacific Railway Pacific Express. For Wrangel, Juneau, Dyea, Skagway, etc. S.S. Thistle, Feb. 18th ; March 4th and 18th, and every alternate Friday thereafter.

Pacific Coast Steamship Co.

From Victoria about 4.00 p.m. Passengers should reach Victoria the night previous.

S.S. Queen, February 16th and 28th ; March 12th and 24th ; April 5th, 17th and 29th, and every 12 days thereafter, for Wrangel, Juneau, Dyea and Skagway.

S.S. Victorian, February 17th and 27th ; March 9th, 19th and 29th ; April 8th, 18th and 28th, and every 10 days thereafter for Wrangel, Juneau, Dyea and Skagway.

S.S. Cottage City, February 24th ; March 11th and 26th ; April 10th and 25th, and every 15 days thereafter, for Wrangel, Juneau and Sitka.

S.S. Curacao, April 5th and 20th, and every 15 days thereafter, for Wrangel, Juneau, Dyea and Skagway.

Other Steamship Lines.

Additional steamers of different Companies will probably be placed on the route, particulars of which will be furnished later.

North American Transportation & Trading Co.

Intend to despatch a steamer on June 10th, 1898, and every ten days thereafter. Passengers taking this route will be ticketed only to the Pacific Coast.

BERTHS ON STEAMSHIPS

Berths on Pacific Ocean Steamers must be secured when tickets are purchased. Apply to the nearest Canadian Pacific Ticket Agent, who will obtain same through the following offices :

London, Eng.—Archer Baker, 67 King William Street, London, E.C. For Europe and other countries via Europe.

Montreal—C. E. E. Ussher, General Passenger Agent, for territory East of Port Arthur and Chicago.

Winnipeg—Robert Kerr, Traffic Manager, for territory West of Lake Superior and Chicago.

Vancouver—E. J. Coyle, District Passenger Agent, for British Columbia and Pacific Coast States, Hawaiian Islands and Australasia.

Hong Kong—D. E. Brown, General Agent, for India and other Trans-pacific points.

CANADIAN MINING REGULATIONS FOR THE YUKON (PLACER)

(Approved by Order-in-Council of 18th January, 1898.)
(Subject to Alteration).

INTERPRETATION.

"Free miner" shall mean a male or female over the age of eighteen, but not under that age, or joint stock company, named in, and lawfully possessed of, a valid existing free miner's certificate, and no other.

"Legal post" shall mean a stake standing not less than four feet above the ground and flatted on two sides for at least one foot from the top. Both sides so flatted shall measure at least four inches across the face. It shall also mean any stump or tree cut off and flatted or faced to the above height and size.

"Close season" shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the Mining Recorder in whose district the claim is situated.

"Mineral" shall include all minerals whatsoever other than coal.

"Joint Stock Company" shall mean any company incorporated for mining purposes under a Canadian charter or licensed by the Government of Canada.

"Mining Recorder" shall mean the official appointed by the Gold Commissioner to record applications and grant entries for claims in the Mining Divisions into which the Commissioner may divide the Yukon District.

1. Every person over, but not under eighteen years of age, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, under these regulations and under the regulations governing quartz mining, and shall be considered a free miner upon taking out a free miner's certificate. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable.

2. A free miner's certificate may be granted for one year to run from the date thereof or from the expiration of the applicant's then existing certificate, upon the payment therefor of the sum of $10.00, unless the certificate is to be issued in favor of a joint stock company, in which case the fee shall be $50.00 for a company having a nominal capital of $100,000 or less, and for a company having a nominal capital exceeding $100,000, the fee shall be $100.00. Only one person or joint stock company shall be named in a certificate.

3. A free miner's certificate shall be on the following form:—

DOMINION OF CANADA.

FREE MINER'S CERTIFICATE.

(Non-transferable).

Date..... No.....

Valid for one year only.

This is to certify that.....of..... has paid me this day the sum of.....and is entitled to all the rights and privileges of a free miner, under any mining regulations of the Government of Canada, for one year from the.....day of.....18....

This certificate shall also grant to the holder thereof the privilege of fishing and shooting, subject to the provisions of any Act which has been passed, or which may hereafter be passed for the protection of game and fish; also the privilege of cutting timber for actual necessities, for building houses, boats and for general mining operations; such timber, however, to be for the exclusive use of the miner himself, but such permission shall not extend to timber which may have been heretofore or which may hereafter be granted to other persons or corporations.

4. Free miner's certificates may be obtained by applicants in person at the Department of the Interior, Ottawa, or from the agents of Dominion Lands at Winnipeg, Manitoba; Calgary, Edmonton, Prince Albert, in the North-west Territories; Kamloops and New Westminster in the Province of British Columbia; at Dawson City in the Yukon District; also from agents of the Government at Vancouver and Victoria, B.C., and at other places which may from time to time be named by the Minister of the Interior.

5. If any person or joint stock company shall apply for a free miner's certificate at the agent's office during his absence, and shall leave the fee required by these regulations, with the officer or other person in charge of said office, he or it shall be entitled to have such certificate from the date of such application; and any free miner shall at any time be entitled to obtain a free miner's certificate commencing to run from the expiration of his then existing free miner's certificate, provided that when he applies for such certificate he shall produce to the agent, or in case of his absence, shall leave with the officer or other person in charge of the agent's office, such existing certificate.

6. If any free miner's certificate be accidentally destroyed or lost, the owner thereof may, on payment of a fee of two dollars, have a true copy of it, signed by the agent, or other person by whom or out of whose office the original was issued. Every such copy shall be marked "Substituted Certificate;" and unless some material irregularity be shown in respect thereof, every original or substituted free miner's certificate shall be evidence of all matters therein contained.

7. No person or joint stock company will be recognized as having any right or interest in or to any placer claim, quartz claim, mining lease, bed-rock flume grant, or any minerals in any ground comprised therein, or in or to any water right, mining ditch, drain, tunnel or flume, unless he or it and every person in his or its employment shall have a free miner's certificate unexpired. And on the expiration of a free miner's certificate the owner thereof shall absolutely forfeit all his rights and interest in or to any placer claim, mining lease, bed-rock flume grant

and any minerals in any ground comprised therein, and in or to any and every water right, mining ditch, drain, tunnel or flume which may be held or claimed by such owner of such expired free miner's certificate, unless such owner shall, on or before the day following the expiration of such certificate, obtain a new free miner's certificate. Provided, nevertheless, that should any co-owner fail to keep up his free miner's certificate, such failure shall not cause a forfeiture or act as an abandonment of the claim, but the interest of the co-owner who shall fail to keep up his free miner's certificate shall, *ipso facto*, be and become vested in his co-owners, *pro rata* according to their former interests; provided, nevertheless, that a shareholder in a joint stock company need not be a free miner, and, though not a free miner, shall be entitled to buy, sell, hold or dispose of any shares therein.

8. Every free miner shall, during the continuance of his certificate, but not longer, have the right to enter, locate, prospect and mine for gold and other minerals upon any lands in the Yukon District, whether vested in the Crown or otherwise, except upon Government reservations for town sites, land which is occupied by any building, and any land falling within the curtilage of any dwelling house, and any land lawfully occupied for placer mining purposes, and also Indian reservations.

9. Previous to any entry being made upon lands lawfully occupied, such free miner shall give adequate security, to the satisfaction of the Mining Recorder, for any loss or damage which may be caused by such entry; and after such entry he shall make full compensation to the occupant or owner of such lands for any loss or damage which may be caused by reason of such entry; such compensation, in case of dispute, to be determined by a court having jurisdiction in mining disputes, with or without a jury.

10. A creek or gulch claim shall be 250 feet long measured in the general direction of the creek or gulch. The boundaries of the claim which run in the general direction of the creek or gulch shall be lines along bed or rim rock three feet higher than the rim or edge of the creek, or the lowest general level of the gulch within the claim, so drawn or marked as to be at every point three feet above the rim or edge of the creek or the lowest general level of the gulch, opposite to it at right angles to the general direction of the claim for its length, but such boundaries shall not in any case exceed 1,000 feet on each side of the centre of the stream or gulch

11. If the boundaries be less than one hundred feet apart horizontally, they shall be lines traced along bed or rim rock one hundred feet apart horizontally, following as nearly as practicable the direction of the valley for the length of the claim.

12 A river claim shall be situated only on one side of the river and shall not exceed 250 feet in length, measured in the general direction of the river. The other boundary of the claim which runs in the general direction of the river shall be lines along bed or rim rock three feet higher than the rim or edge of the river within the claim so drawn or marked as to be at every point three feet above the rim or edge of the river opposite to it at right angles to the general direction of the claim for its length, but such boundaries shall not in any case be less than 250 feet, or exceed a distance of 1,000 feet from low water mark of the river.

13. A "hill claim" shall not exceed 250 feet in length, drawn parallel to the main direction of the stream or ravine on which it fronts. Parallel lines drawn from each end of the base line at right angles thereto, and running to the summit of the hill (provided the distance does not exceed 1,000 feet), shall constitute the end boundaries of the claim.

14 All other placer claims shall be 250 feet square.

15. Every placer claim shall be as nearly as possible rectangular in form, and marked by two legal posts firmly fixed in the ground. The line between the two posts shall be well cut out so that one post may, if the nature of the surface will permit, be seen from the other. The flatted side of each post shall face the claim, and on each post shall be written on the side facing the claim, a legible notice stating the name or number of the claim, or both if possible, its length in feet, the date when staked, and the full Christian and surname of the locator.

16. Every alternate ten claims shall be reserved for the Government of Canada. That is to say when a claim is located, the discoverer's claim and nine additional claims adjoining each other and numbered consecutively will be open for registration. Then the next ten claims of 250 feet each will be reserved for the Government, and so on. The alternate group of claims reserved for the Crown shall be disposed of in such manner as may be decided by the Minister of the Interior.

17. The penalty for trespassing upon a claim reserved for the Crown shall be immediate cancellation by the Mining Recorder of any entry or entries which the person trespassing may have obtained, whether by original entry or purchase, for a mining claim, and the refusal by the Mining Recorder of the acceptance of any application which the person trespassing may at any time make for a claim. In addition to such penalty, the Mounted Police, upon a requisition from the Mining Recorder to that effect, shall take the necessary steps to eject the trespasser.

18. In defining the size of claims, they shall be measured horizontally irrespective of inequalities on the surface of the ground.

19. If any free miner or party of free miners discover a new mine, and such discovery shall be established to the satisfaction of the Mining Recorder, creek, river, or hill claims of the following size shall be allowed, namely:—To one discoverer, one claim, 500 feet in length; to a party of two discoverers, two claims, amounting together to 1,000 feet in length; to each member of a party beyond two in number, a claim of the ordinary size only.

20. A new stratum of auriferous earth or gravel situated in a locality where the claims have been abandoned shall for this purpose be deemed a new mine, although the same locality shall have been previously worked at a different level.

21. Refers to the forms of application for a grant for placer mining.

22. A claim shall be recorded with the Mining Recorder in whose district it is situated, within ten days after the location thereof, if it is located within ten miles of the Mining Recorder's office. One extra day shall be allowed for every additional ten miles or fraction thereof.

23. In the event of the claim being more than one hundred miles from a Recorder's office, and situated where other claims are being located, the free miners, not less than five in number, are authorized to meet and appoint one of their number a "Free Miners' Recorder," who shall act in that capacity until a Mining Recorder is appointed by the Gold Commissioner.

24. The "Free Miners' Recorder" shall at the earliest possible date after his appointment, notify the nearest Government Mining Recorder thereof, and upon the arrival of the Government Mining Recorder, he shall deliver to him his records and the fees received for recording the claims. The Government Mining Recorder shall then grant to each free miner whose name appears in the records, an entry for his claim, provided an application has been made by him. The entry to date from the time the "Free Miners' Recorder" recorded the application.

25. If the "Free Miners' Recorder" fails within three months to notify the nearest Government Mining Recorder of his appointment, the claims which he may have recorded will be cancelled.

26. During the absence of the M[illegible] Recorder from his office, the entry for a claim may be granted by any [illegible] whom he may appoint to perform his duties in his absence.

27. Entry shall not [illegible] for a claim which has not been staked by the applicant in person in the manner specified in these regulations, with an affidavit that the claim was staked out by the applicant.

28. An entry fee of fifteen dollars shall be charged the first year, and an annual fee of fifteen dollars for each of the following years. This provision shall apply to claims for which entries have already been granted.

29. A statement of the entries granted and fees collected shall be rendered by the Mining Recorder to the Gold Commissioner at least every three months, which shall be accompanied by the amount collected.

30. A royalty of ten per cent. on the gold mined shall be levied and collected on the gross output of each claim. The royalty may be paid at banking offices to be established under the auspices of the Government of Canada, or to the Gold Commissioner, or to any Mining Recorder authorized by him. The sum of $2,500.00 shall be deducted from the gross annual output of a claim when estimating the amount upon which royalty is to be calculated, but this exemption shall not be allowed unless the royalty is paid at a banking office or to the Gold Commissioner or Mining Recorder. When the royalty is paid monthly or at longer periods, the deduction shall be made ratable on the basis of $2,500.00 per annum for the claim. If not paid to the bank, Gold Commissioner or Mining Recorder, it shall be collected by the customs officials or police officers when the miner passes the post established at the boundary of a district. Such royalty to form part of the consolidated revenue, and to be accounted for by the officers who collect the same in due course. The time and manner in which such royalty shall be collected shall be provided for by regulations to be made by the Gold Commissioner.

31. Default in payment of such royalty, if continued for ten days after notice has been posted on the claim in respect of which it is demanded, or in the vicinity of such claim, by the Gold Commissioner or his agent, shall be followed by cancellation of the claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out, shall be punished by cancellation of the claim in respect of which fraud or false statements have been committed or made. In respect to the facts as to such fraud or false statements or non-payment of royalty, the decision of the Gold Commissioner shall be final.

32. After the recording of a claim the removal of any post by the holder thereof or by any person acting in his behalf for the purpose of changing the boundaries of his claim, shall act as a forfeiture of the claim.

33. The entry of every holder of a grant for placer mining must be renewed and his receipt relinquished and replaced every year, the entry fee being paid each time.

34. The holder of a creek, gulch or river claim may, within sixty days after staking out the claim, obtain an entry for a hill claim adjoining it, by paying to the Mining Recorder the sum of one hundred dollars. This permission shall also be given to the holder of a creek, gulch or river claim obtained under former regulations, provided that the hill claim is available at the time an application is made therefor.

35. No miner shall receive a grant of more than one mining claim in a mining district, the boundaries of which shall be defined by the Mining Recorder, but the same miner may also hold a hill claim, acquired by him under these regulations in connection with a creek, gulch or river claim, and any number of claims by purchase; and any number of miners may unite to work their claims in common, upon such terms as they may arrange, provided such agreement is registered with the Mining Recorder and a fee of five dollars paid for each registration.

36. Any free miner or miners may sell, mortgage or dispose of his or their claims, provided such disposal be registered with, and a fee of two dollars paid to the Mining Recorder, who shall thereupon give the assignee a certificate.

37. Every free miner shall during the continuance of his grant have the exclusive right of entry upon his own claim for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom, upon which, however, the royalty prescribed by these regulations shall be payable; provided that the Mining Recorder may grant to the holders of other claims such right of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use.

38. Every free miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not lawfully appropriated, as shall, in the opinion of the Mining Recorder be necessary for the due working thereof, and shall be entitled to drain his own claim free of charge.

39. A claim shall be deemed to be abandoned and open to occupation and entry by any person when the same shall have remained unworked on working days, excepting during the close season, by the grantee thereof or by some person on his behalf for the space of seventy-two hours, unless sickness or other reasonable cause be shown to the satisfaction of the Mining Recorder, or unless the grantee is absent on leave given by the Mining Recorder, and the Mining Recorder, upon obtaining evidence satisfactory to himself that this provision is not being complied with, may cancel the entry given for a claim.

40. If any cases arise for which no provision is made in these regulations, the provisions of the regulations governing the disposal of mineral lands other than coal lands, approved by His Excellency the Governor-in-Council on the 9th of November, 1889, or such other regulations as may be substituted therefor, shall apply.

LEASES FOR DREDGING.

Regulations have also been adopted for the issue of leases to persons or companies, who have obtained free miner's certificates, to dredge for minerals other than coal in the submerged beds or bars of rivers in the Yukon District. These leases cover a length of five miles, and not more than six leases will be granted to any individual or company, shall be for a term of 20 years, and the lessee shall have at least one dredge in operation upon the five miles of river leased within two seasons. A rental of $100 per annum for each mile of river shall be charged, and a royalty of 10 per cent. paid on the output in excess of $15,000 per annum.

CANADIAN PACIFIC RY. CO'S STEAMSHIP "ATHENIAN

U. S. MINING REGULATIONS, ALASKA

(Reports Interior Department, Washington. U.S.A.)

Only citizens of the United States, or persons declaring their intention to become such, will be allowed to explore, locate and purchase mineral land in Alaska (United States territory) by complying with Federal and Territorial laws. Prospectors are not required to take out a license or certificate.

QUARTZ LAND.—Mining claims upon ledges or lodes of precious metals can be taken up along the vein to the length of 1,500 feet and 300 feet each side of the middle of the vein. To secure patent, $500 worth of work must be performed and $5 an acre paid for the land—twenty acres. Six months' failure to do work forfeits the claim.

PLACER LAND.—Claims usually called "placers," including all forms of deposit, excepting veins of quartz or other rock in place, are subject to entry and patent. No single individual can locate more than twenty acres of placer land, and no location can be made by any company, composed of no less than eight bona-fide locators, exceeding 160 acres. The price per acre of placer claims is $2.50. Where placers contain veins or lodes, the cost per acre is $5.

DESCRIPTION.—It is important that locators accurately mark and describe their claims. In marking, the locator may do so in any direction that will not interfere with the rights or claims existing prior to his discovery. Litigation, expense, and delay may be avoided by being particular in the matter of boundaries. The essentials are:

First—That the corners should be marked on the ground by stakes in mounds of earth or rock, or by marked trees or other natural objects. *Second*—The notice of location should describe these corners so that they can be identified on the ground by the description, and, in addition, the direction and distance of one of the corners from a government corner or well-known object such as a junction of roads, trails or ravines, a bridge, building of any kind, or natura feature, as rock, etc.

☞ The maps in this pamphlet are drawn from the latest and most accurate information obtainable. The routes so far favored and advocated may be altered or added to in future editions as further reports warrant.

CANADIAN PACIFIC AGENCIES

...FOR...

Tickets, Rates, Steamship and Sleeping Car Berths and All Other Information

APPLY TO ANY AGENT OF THE

CANADIAN PACIFIC RAILWAY

....OR TO....

Auckland	N.Z.	L. D. Nathan & Co. Thomas Cook & Son	
Baltimore	MD.	H. McMurtrie, Freight and Passenger Agt.	205 East German St.
Bombay	INDIA	Thomas Cook & Son, 13 Rampart Row, and Ewart, Latham & Co.	
Boston	MASS.	H. J. Colvin, District Passenger Agent W. Benson, City Passenger Agent	197 Washington St. "
Brisbane	QD.	Burns, Philp & Co., Ltd., The British India Co	
Brockville	ONT.	Geo. E. McGlade, Ticket Agent	Cor. King St. and Court House Av.
Buffalo	N.Y.	D. B. Worthington, City Frt. and Passenger Agent	21 Exchange St.
Calcutta	INDIA	Sydney Haywood, Eastern Travelling Agent Thomas Cook & Son	30 Dalhousie Sqre. 11 Old Court House St.
Canton	CHINA	Jardine, Matheson & Co	
Chemulpo	KOREA	Holme, Ringer & Co	
Chicago	ILL.	J. Francis Lee, General Agent, Passenger Dept	228 South Clark St.
Colombo	CEYLON	Thomas Cook & Son (E. B. Creasey)	
Detroit	MICH.	A. E. Edmonds, City Passenger Agent	11 Fort St. W.
Duluth	MINN.	T. H. Larke, District Agent	426 Spalding House Block.
Glasgow	SCOTLAND	Archer Baker, European Traffic Agent	67 St. Vincent St.
Halifax	N.S.	C. S. Philps, Ticket Agent	107 Hollis St.
Hamilton	ONT.	W. J. Grant, Commercial Agent	Cor. King & James Sts.
Hong Kong		D. E. Brown, General Agent China and Japan, etc.	
Honolulu	H.I.	T. H. Davies & Co.	
Kingston	JAMAICA	C. O. Palmer	Cor. Port Royal and Orange Sts.
Liverpool	ENG.	Archer Baker, European Traffic Agent	7 James St.
London	ENG.	" " " "	67 & 68 King William St. E. C. and 30 Cockspur St. S. W.
London	ONT.	T. B. Parker, Ticket Agent	161 Dundas St.
Melbourne	AUS.	Huddart, Parker & Co., Ltd Thomas Cook & Son	
Milwaukee	WIS.	Robert Luce, Freight Agent	97 Michigan St.
Minneapolis	MINN	W. R Callaway, G.P.A., Soo Line W. B. Chandler, Agent, Soo Line	119 South Third St.
Montreal	QUE.	W. F. Egg, City Passenger Agent W. B. Bulling, Gen. Freight Agent	129 St. James St Windsor St. Station
Nagasaki	JAPAN	Holme, Ringer & Co	
New York	N.Y.	E. V. Skinner, General Eastern Agent	353 Broadway.
Niagara Falls	N.Y.	D. Isaacs	Prospect House.
Ottawa	ONT.	J. E. Parker, City Passenger Agent	42 Sparks St.
Paris	FRANCE	Hernu, Peron & Co., Ticket Agents International Sleeping Car Co	61 Boulevard Haussmann. 3 Place de l'Opera
Philadelphia	PA.	H. McMurtrie, Freight and Passenger Agent	Cor. Third and Chestnut Sts.
Pittsburg	PA.	F. W. Salsbury, Freight and Passenger Agent, Room 505 Ferguson Bldg	
Portland	ME.	G. H. Thompson, Ticket Agent, Maine Central Rd	Union Depot.
Portland	ORE.	B. W. Greer, Passenger Agent	146 Third St.
Quebec	QUE.	George Duncan, Passenger Agent	Opposite Post Office
Sault Ste. Marie	MICH.	F. E. Ketchum, Depot Ticket Agent	
St. John	N.B.	A. H. Notman, Assistant General Passenger Agent W. H. C. Mackay, City Ticket Agent J. N. Sutherland, Gen. Freight Agent	Chubb's Corner.
St. Louis	MO.	W. M. Porteous, Freight Agent	315 Chestnut St.
St. Paul	MINN.	H. E. Huntington, Agent Soo Line	398 Robert St., Hotel Ryan.
San Francisco	CAL	M. M. Stern, District Freight and Passenger Agent Goodall, Perkins & Co., Agents P. C. S.S. Co	Chronicle B'lding 10 Market St.
Seattle	WASH.	R. W. MacGinnes	Yesler Building, 609 Front St.
Sherbrooke	QUE.	E. H. Crean, Ticket Agent	6 Commercial St.
Sydney	AUS.	Huddart, Parker & Co., Ltd	63 Pitt St.
Toronto	ONT.	C. E. McPherson, Asst. Gen. Passenger Agent E. Tiffin, Gen. Freight Agent	1 King St. East. Union Station.
Vancouver	B.C.	E. J. Coyle, District Passenger Agent Allan Cameron, District Freight Agent James Seister, Ticket Agent	
Victoria	B.C.	G. L. Courtney, Freight and Passenger Agent	Government St.
Winnipeg	MAN.	W. M. McLeod, City Ticket Agent	471 Main St.
Yokohama	JAPAN	Wm. T. Payne, General Traffic Agent for Japan	14 Bund.

....OR TO....

ROBERT KERR,
Traffic Manager,
Lines West of Lake Superior.
WINNIPEG.

O. E. E. USSHER,
Genl. Passr. Agent,
Lines East of Port Arthur
MONTREAL.

G. M. BOSWORTH,
Freight Traffic Manager,
MONTREAL.

D. McNICOLL,
Passenger Traffic Manager
MONTREAL.

ENCIES

eping Car
tion

AILWAY

.... 206 East German St.
rt, Latham & Co.
.....197 Wash'ton St.
....
.....
.... { Cor. King St. and Court House Av.
nt..21 Exchange St.
....30 Dal' ousie Sqre.
11 Old Court House St.
.....
.....
... 228 South Clark St.
.....
.....11 Port St. W.
6 Spalding House Block.
.....67 St. Vincent St.
.....107 Hollis St.
.Cor. King & James Sts.
ete...
... ..
t Royal and Orange Sts.
.....7 James St.
King William St. E. C.
Cockspur St. S. W.
.. ..161 Dundas St.
... ...
.....
.. ... 97 Michigan St.
.....
119 South Third St.
.....120 St. James St
. ..Windsor St. Station
.....
.....358 Broadway.
.....Prospect House.
.....42 Sparks St.
Boulevard Haussmann.
.....3 Place de l'Opera
.... { Cor. Third and Chestnut Sts.
Room 505 Ferguson Bldg
l Rd ...Union Depot.
.....146 Third St.
..... Opposite Post Office
.....
g 48 ..
....Chubb's Corner.
.....
315 Chestnut St.
Robert St., Hotel Ryan.
gent..Chronicle B'lding
.....10 Market St.
.... { Yesler Building, 609 Front St.
.....6 Commercial St.
.....63 Pitt St.
.....1 King St. West.
.....Union Station.
.....
.....
.....Government St.
.....471 Main St.
n .....14 Bund.

USSHER,
l. Passr. Agent,
East of Port Arthur
MONTREAL.

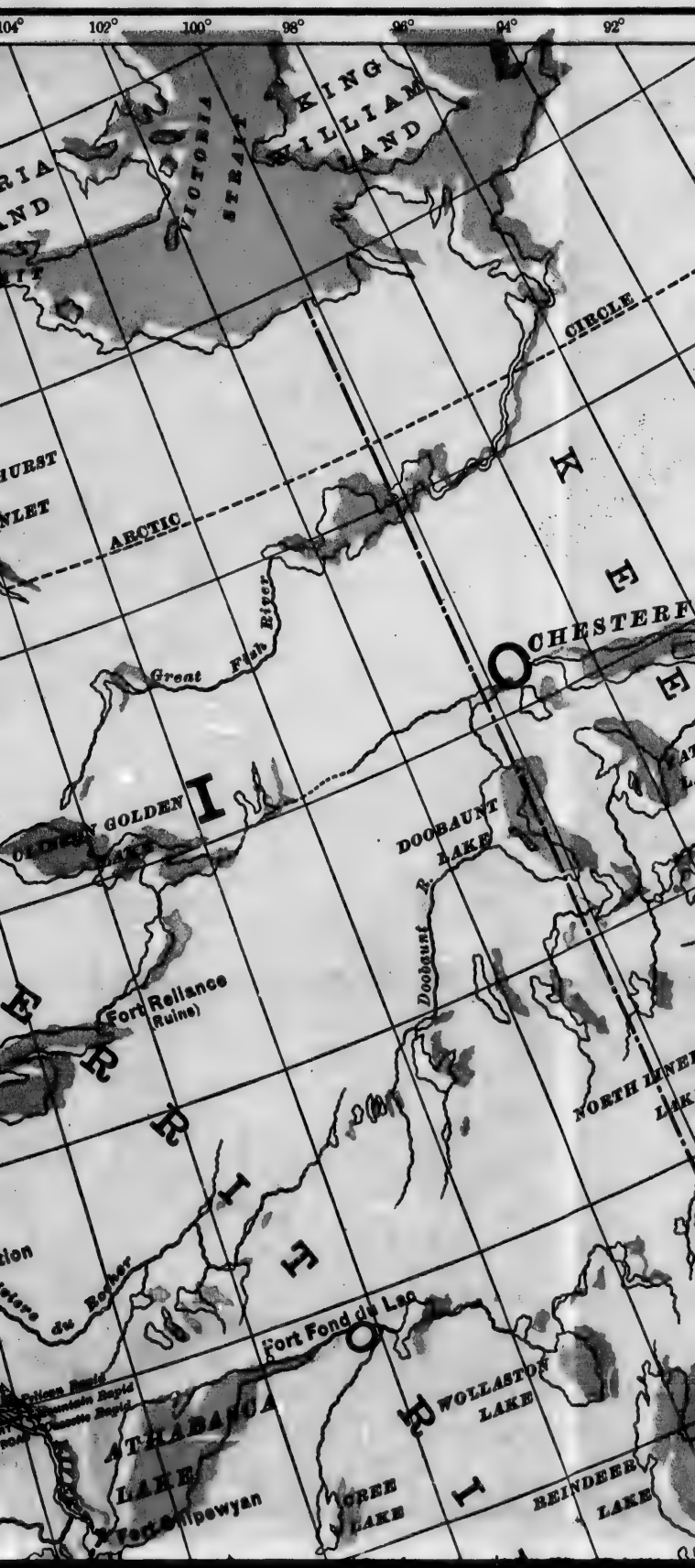
IOOLL,
er Traffic Manager
MONTREAL.

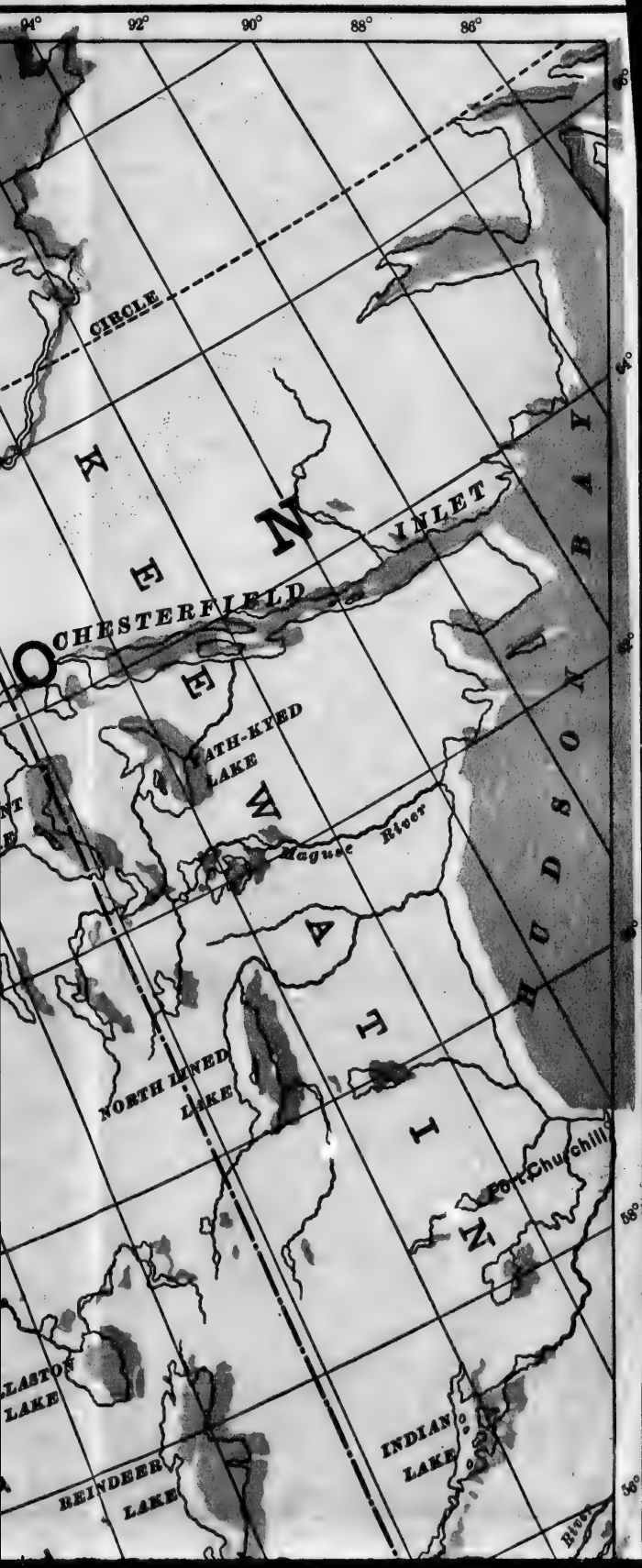
180°
178°
176°
174°
172°
170°
168°
166°
164°
162°
160°
GULF OF ANADIR
SIBERIA
BERING STRAIT
Cape Serdze
Pt. Hope
Cape Lisburne
Cape Hunter
East Cape
Indian Point
Cape Prince of Wales
Noatak
River
Fort Morton
Kowak
River
ARCTIC
ST. LAWRENCE ISLAND
ST. MICHAEL
Koyuk
YUKON HILLS
Melozikakat
Nulato
St. Ja
RIVE
Unalaklik
Kaltag
Pastolik
Kutlik
Anvik
YUKON
KALYUK
Holy Cross Mission
ST. MATTHEW ID.
Cape Romanzof
Tenuna
NUNIVAK ID.
Ingerambie
Kwegamute
Kuskokwim
River
Chulina R.
PRIBILOF ISLANDS
Cape Newenham
Togiak
Nushagak R.
Nushagak
ILIAMNA LAKE
Fr. Alexander
CLARK LAKE
TYONOK
COOK INLET
Fort Kenai
HOMER
KENAI
Cape Elizabeth
BRISTOL BAY
Kaguyak
Ugashick
BERING SEA

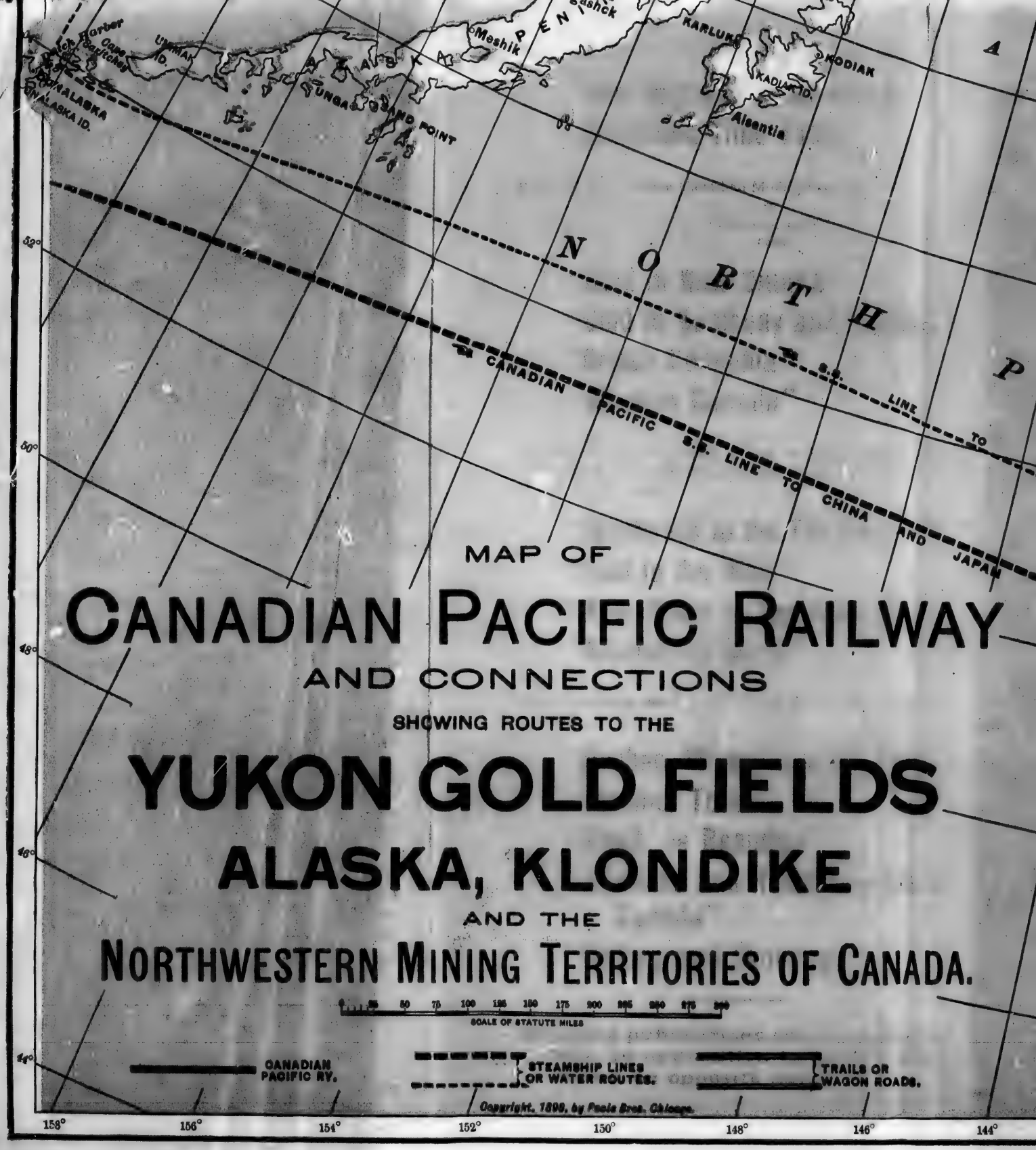
162° 160° 158° 156° 154° 152° 150° 148° 146° 144° 142° 140° 138° 136° 134° 132° 130°
ARCTIC
ROMANZOF MTS.
Manning Pt.
ARCTIC
CIRCLE
Koyukuk River
Melozikakat River
YUKON HILLS
Shaman
St. James
Tanana
Weare
Fort Hamlin
TANANA HILLS
Tanana River
RIVER
Fort Yukon
Porcupine River
Salmon River
Coleen River
Old Crow River
Rampart Ho.
Driftwood R.
Bell River
La Pierre Ho.
Eagle R.
Ft. Mac Pherson
Old Fort Good Hope
Red River
Peel River
Birch Creek
Big Black R.
Beaver Creek
Preacher Cr.
CIRCLE
Charlies Village
Sheep Cr.
Tatonduk R.
Porcupine River
Seventy Mile Cr.
Ft. Cudahy
Chandindu R.
Ft. Constantine
DAWSON CITY
Klondike R.
Beaver R.
40 Mile
Caribou Cr.
O'Brien Cr.
Fortymile Cr.
Sixty Mile Cr.
Stewart River
Falls
Old Reid Ho.
YUKON
PROVISIONAL TERRITORY
ROCKY
D
O
A
S
K
A
Mt. McKinley
Kuskokwim River
INTERNATIONAL BOUNDARY
NO MILLAN BTS.
Millan River
KALZAS L.
FORT SELKIRK
Pelly River
Little Salmon R.
Big Salmon R.
Five Finger Rapids
Hootchi Indian Vil.
DALTON TRAIL
LAKE LEBERGE
Tahtsea R.
White Horse Rapids
Mt. Lorne
LAKE BENNETT
Teslin R.
TESLIN
CASSIAR MTS.
PELLY LAKES
Pelly Banks
Frances R.
Mt. Wrangell 17,600
Mt. Tillman 16,500
Mt. Blackburn 12,500
SOOLOI PASS
Chitina River
Copper River
WELLESLEY LAKE
White R.
LAKE DASAH
LAKE ARKELL
Mt. Logan
Mt. St. Elias 18,024
Cape St. Elias
Cape Suckling
Cape Elizabeth
Portage
Fort Kenai
KENAI P.
TYONOK
Knik R.
Susitna R.
Cook Inlet
GULF

130°
128°
126°
124°
122°
120°
118°
116°
OCEAN
PRINCE
Cape Bathurst
Cape Parry
Anderson
River
NORTH
Fort
Hope
Fort
Confidence
GREAT BEAR
LAKE
Fort Good Hope
Fort Franklin
Fort Norman
M
BOOK BY THE RIVER SIDE
Fort Wrigley
PELLY
LAKES
Fort Simpson
Banks
Fort Frances
Frances R.
River
Muskeg R.
Fort Liard
Black River

118°
116°
114°
112°
110°
108°
106°
104°
PRINCE ALBERT LAND
WOLLASTON LAND
CORONATION
GULF
Fort Confidence
Coppermine River
LAKE
LAU LA MARTHE
GREAT
Fort Providence
Fort Resolution
Salt River Ho.
Black River
Fort Liard
THE RIVER SIDE
Wrigley
Simpson
O F


104°
102°
100°
98°
96°
94°
92°
KING WILLIAM LAND
VICTORIA STRAIT
CIRCLE
ARCTIC
Great Fish River
CHESTERF
GOLDEN LAKE
DOOBAUNT LAKE
Doobaunt R.
Fort Reliance (Ruins)
NORTH LINE
Fort Fond du Lac
WOLLASTON LAKE
ATHABASCA LAKE
Fort Chipewyan
CREE LAKE
BEINDEER LAKE


94°
92°
90°
88°
86°
CIRCLE
K E E N
INLET
CHESTERFIELD
HUDSON BAY
ATH-KYED
LAKE
Magusc River
A L E I Z
NORTH LINED
LAKE
Fort Churchill
LASTON
LAKE
INDIAN
LAKE
REINDEER
LAKE
River


MAP OF
CANADIAN PACIFIC RAILWAY
AND CONNECTIONS
SHOWING ROUTES TO THE
YUKON GOLD FIELDS
ALASKA, KLONDIKE
AND THE
NORTHWESTERN MINING TERRITORIES OF CANADA.
NORTH P
CANADIAN PACIFIC S.S. LINE TO CHINA AND JAPAN
S.S. LINE TO
KARLUK
KODIAK
KADIAK ID.
Alsentia
Meshik
Bashick
UNGA ISLAND POINT
UNIMAK ID.
Ocean Bay
Chignik
Harbor
ALASKA
52°
50°
48°
46°
44°
158°
156°
154°
152°
150°
148°
146°
144°
SCALE OF STATUTE MILES
CANADIAN PACIFIC RY.
STEAMSHIP LINES OR WATER ROUTES.
TRAILS OR WAGON ROADS.
Copyright, 1898, by Poole Bros. Chicago.

ALASKA
PACIFIC OCEAN
LINE TO ST. MICHAELS AND JAPAN
VANCOUVER TO YOKOHAMA 4,283 Miles
LWAY
OS
ANADA.
Ocean Cape
YAKUTAT
Mt. Fairweather 15,500
Mt. Crillon 12,700
Cape Spencer
CHICHAGOF ISLAND
KIKISHINSKO
SITKA
BARANOF ISLAND
Cape Ommaney
SHAKAN
PRINCE OF WALES
KLAWOCK
ISLAND
METLAKATLA
JACKSON
Cape Muzon
Cape Knox
QUEEN
CHARLOTTE
ISLANDS
Cape St. James
Cape Scott
SKAGWAY
DYEA
Inklin R.
TESLIN
LAKE
Liard Post
Teslin
Sylvesters Landing
Taketon
Transitla R.
TELEGRAPH CREEK
ELLENORA
CASSIAR
DISTR
Ft. Stager
Hazleton
PORT SIMPSON
Port Essington
Gardener
Channe
144°
142°
140°
138°
136°
134°
132°
130°

Fort Liard
Black River
Hay River
Fort Vermilion
ATHABASCA
Fort Halkett
Hell Gate
Sylvester Landing
East Branch
Nelson River
Peace River
Peace River Landing
LITTLE SLAVE LAKE
Athabasca Landing
Fort Grahame
Fort St. John
Dunvegan
Pine River
Halfway River
Findlay R.
Ft. Connelly
Bulkley
Germansen
TACLA LAKE
Ft. Steger
Hazleton
Ft. Babine
BABINE LAKE
CARIBOO
Ft. James
Nechaco R.
FRANCOIS L.
Ft. Fraser
Ft. George
SIMPSON
Essington
Gardener Channel
Salmon R.
Bella-coola R.
Quesnelle
Alexandria
Barkerville
Keithley
QUESNELLE LAKE
Half Way House
Chilco
Clinton
Lillooet
Knight Inlet
Butte Inlet
Jervis Inlet
ASHCROFT
Lytton
North Bend
Kamloops
Vernon
SICAMOUS
SHUSWAP LAKE
REVELSTOKE
Arrowhead
Nakusp
KOOTENAY LAKE
Kaslo
Pilot Bay
NELSON
New Denver
Sandon
OKANAGAN LAKE
Pentiction
Hope
ROBSON
ROSSLAND
TRAIL
Beddington
Kootenay
Fort Steele
Crowsnest
Fraser River
Thompson R.
Columbia
Donald
Golden
Stephen
BANFF
Fields
Morley
CANADIAN
Cochrane
Glacier
Canoe Cr.
Thompson R.
North Bend
Huntington
Ew.
WESTMINSTER
New Westminster
Wooley
Snohomish
Nanaimo
VICTORIA
VANCOUVER ISLAND
Port Townsend
SEATTLE
Spokane
ROCKY MTS.
ALBERTA
EDMONTON
St. Albert
Fort Assiniboia
Smoky R.
Little Smoky R.
McLeod R.
Pembina River
Athabasca River
Peace River
Zeton River
Stikine R.
Finlay R.
Parsnip R.
Nation R.
Stuart R.
Salmon R.
South Fork Fraser Riv.
Willow R.
Chilcotin R.
Lillooet River
Kootenay River
Kettle R.
Okanagan R.
Columbia River
Fraser River
Bella-coola R.
Cape Scott
AUSTRALASIA AND HAWAIIAN ISLANDS
Dupont Factory
POOLE BROS. CHICAGO
128°
126°
124°
122°
120°
118°
116°

Ten Shipewyan
LAKE
LAKE
River
Grass
River
River
Clearwater River
Long Portage
Fort Mc Murray
Methye L.
Churchill
Churchill L.
La Crosse
Buffalo L.
Athabasca
SLAVE
LAKE
Athabasca
Landing
Beaver
River
Green L.
River
PRINCE ALBERT
Victoria
North
St.Paul
Fort Pitt
Saskatchewan
Carlton
Duck Lake
Hague
River
St.Albert
EDMONTON
Battle
Battleford
SASKATOON
Leduc
Wetaskiwin
Dundurn
Bennington
Finebury
Chamberlain
Pembina
River
Pongka
Lacombe
Red Deer
Innisfail
Red
Stettler
Saskatchewan
River
Rush Lake
Chaplin
Lumsden
REGINA
Qu'Appelle
Moosomin
Milestone
Halbright
Oxbow
Estevan
PORTAL
Stephen
BANFF
Marley
CALGARY
Deer
Namaka
Cro Moot
River
Langevin
South
MEDICINE HAT
Dunmore
Forres
Crane Lake
Swift Current
RAILWAY
MOOSEJAW
Pasqua
Field
CANADIAN
Cochrane
High River
PACIFIC
Stavely
FT. MACLEOD
Grassy Lake
LETHBRIDGE
WOOD
MTS.
BOUNDARY
River
Ft.Buford
KOOTENAY
Kaslo
Pilot Bay
NELSON
LAKE
Fort Steele
Crows Nest
INTERNATIONAL
SWEET GRASS
MTS.
Milk
River
Fort Peck
Missouri
River
Bedlington
Marias
River
Kootenay
River
Ft.Benton
Yellowstone
Spokane
116°
114°
112°
110°
108°
106°
54°
52°
50°
48°
46°
2924

MAP OF
PACIFIC RAILW
CONNECTIONS
WING ROUTES TO THE
GOLD FIELDS
A, KLONDIKE
AND THE
NING TERRITORIES OF CAN
STEAMSHIP LINES
OR WATER ROUTES
TRAILS OR
WAGON ROA

For description of Canadian Pacific Overland Route read

"New Highway to the Orient"
"Annotated Time Table"

If interested in other Canadian Mining Regions
or
Farming Lands
read

"Gold in New Ontario"
"Gold in Kootenay and Cariboo"
"British Columbia"
"Western Canada"

For information regarding a tour to Japan, China, India, Fijian Islands, Hawaiian Islands, Australasia or Around the World, read

"Westward to the Far East"
"East to the West"
"New Route to Australasia"
"Around the World"

Before deciding upon a Summer Resort or Sporting Trip read

"Quebec, Winter and Summer"
"Summer Tours"
"Banff the Beautiful"
"Climates and Health Resorts of Canada"
"Fishing and Shooting"

All above publications can be obtained free on application to agents mentioned on opposite page.